

**All Aboard Florida Intercity Passenger Rail
Project**

Draft Environmental Impact Statement



U.S. Department
of Transportation
**Federal Railroad
Administration**

The DEIS is available at area libraries and on the FRA's website (www.fra.dot.gov/Page/P0672).

There are 4 ways that you can comment:

- 1) Written comments may be submitted tonight, in the boxes provided
- 2) Comments may be made orally at this meeting (to the court recorder)
- 3) Written comments may be mailed to:

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

- 4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

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Comments:

Excellent!! Love the Idea!!

Suggestions WPB Station

① Waterfalls in outdoor spaces
— sound of moving H₂O

② Lots of shade so outdoor space
is inviting

③ Retail food outlet — sit down or
grab'n go.

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JENSEN BEACH, FL 32968
SLKVERO@HOTMAIL.COM
ALL ABOARD FLORIDA Comments

Donald D. Hood

Nov 5, 2014

I'm making the following comments as a citizen of Florida and Indian River County who is **IN FAVOR of the All Aboard Florida (AAF) project**. Why? Because I see the potential of how AAF could be of benefit to the State of Florida, my county (Indian River) and the environment. I wish to point out that there are MANY in our county who are for this project but don't have the time to participate actively or the knowledge of how to participate in hearings and other public meetings about AAF. In a recent survey in our local newspaper, the Press Journal, a majority of those polled favored the AAF project if there were a stop in our county. Having driven the I 95 corridor to Miami recently I can easily say that I will never do it again unless I have to. I would much rather use rail travel. I feel it is safer and will not pollute as much as all that chocking vehicle exhaust on the Freeway. However, if you believe the naysayers, everyone is against the AAF project. **That is simply not true**. Those with a negative voice have some financial clout and special interests that the average man in the street doesn't have. Once it is explained to a person what is to be gained by the AAF project rational citizens immediately embrace the project.

SO WHO IS AGAINST AAF(and why)? There are five major antagonists to the AAF Project as follows:

1) **Boaters**: Boaters are the basis for two of the Political Action groups fighting AAF. One is called "Not All Aboard Florida" and another is called "Stop Big Choo Choo". These boaters learned about AAF plans in March or April of 2014 and panicked. They have expensive homes on the water and tie up their boats there. They see the possibility of railroad bridge closures as adversely affecting them. They are also worried about potential property value drop on their expensive riverside homes since they wonder about who would want their (expensive) home if boating, or tying the boat up at the house wasn't viable? A very rich real estate agent is funding these PAC's to fight AAF. It is simply amazing when you consider that there is such a large effort by these PACs on the part of a **very** small (but vocal) minority. The Golden rule perhaps? Those with the gold get to make the rules?

2) **"Tea Party" like tax groups**: If the threat to AAF these tax groups have created with their negative publicity wasn't so damaging, these people would be laughable. They see conspiracy around every corner. For instance, The Florida East Coast (FEC) Railway recently bought some new diesel locomotives that were environmentally much cleaner than the forty and fifty year old diesels that FEC have been using. These tax groups seized on this information as PROOF that the railroad was lying and the issue was all about increased freight not higher speed passenger travel! It would be funny if it wasn't so tragic! Likewise they see the Panama Canal widening project as proof that FEC Industries is going to run more freight, not passenger trains! These groups put on presentations that horribly distort reality in their efforts to stop AAF. I'm not sure these groups even know what they really want or why they are fighting AAF. Their presentations could be destroyed in minutes by a refereed debate with qualified, knowledgeable people who know about railroads (and AAF and FEC Railway in particular).

3) **Real estate**: As mentioned above, the real damage being done by real estate people is the funding of the negative political action groups. The biggest contributor is from Jensen Beach. He has sworn to stop the railroads! Why? Because he represents RICH land owners on high end value waterfront property.

He also doesn't want HIS high end business hurt by railroads. It appears that the owners of expensive river front homes on the wrong side of the drawbridges might be the only home owners affected by any potential lowering of home values. No new tracks are proposed in residential areas and that might be the only place where home prices would actually drop (other than the small minority of waterfront homes on the river). I had a chance meeting with a former employee of the Long Island Railroad of New York who told me that after high(er) speed rail came in the property values actually INCREASED by 30% as towns serviced by the high speed rail found it was easier to leave their car at home and commute by rail! All of this negativity by the real estate agents is HIGHLY debatable and very hurtful to the AAF project. Incidentally, in Fort Pierce Florida there are some waterfront homes sandwiched between the FEC railway tracks (which is a MAJOR rail yard!!) and the Indian River Lagoon. These are also high priced homes, but because no boating is threatened, these people have NOT complained one bit about potential drop in value of their homes or any potential additional noise from the new trains.

4). **Local News Media:** The local Newspaper for all of the Treasure Coast counties is the Press Journal (PJ), currently a Scripps-Howard publication. There are regional versions of the papers printed but most of the editorial input comes from the PJ headquarter in the Jensen Beach-Jupiter area of Florida. They are in the business of selling papers, not truth. They have been printing the biggest bunch of negative baloney imaginable. Publically they call out misinformation which is then privately corrected. The public doesn't see these corrections. I witnessed this in local Commission meetings in Vero Beach on several occasions. The Press Journal newspaper is a negative factor as they are distorting truth for financial gain (by the sales of their biased newspapers). Very little of what the PJ publishes paints AAF in a positive light.

5) **Politicians:** That should go without saying that they are a problem. A newspaperman who is no longer with the PJ indicated that the negative political stance by local politicians was "shameful pandering to votes". I couldn't say it better! Unfortunately, one of the Indian River County Commissioners is very negative about railroads, period! His was the deciding vote to NOT allow Amtrak to stop in Vero Beach because he doesn't like railroads and he thinks they all run at taxpayer expense. Of course this is the same man who has real estate interests and connections and was also seen in another county at an anti-AAF meeting. I always thought County Commissioners should have an open mind. Not this guy and he is hurting us!

I feel that there are many uninformed citizens who have no idea that the AAF project is in the works, nor do they understand what the potential benefits are to our county, county, state and citizens. The Press Journal Newspaper only reaches about 30% of households in Indian River County. (and of course it is biased negatively to the AAF project). When I talk with citizens in our county about the AAF program and what it could mean, EVERYONE I have spoken with sees the benefit to us if a future stop is provided here (and that is very possible if AAF predictions about their current project are accurate). Most citizens I spoke with had not even heard of AAF until I talked with them about it and some were owners of large businesses who immediately grasped the value of AAF. I'm attaching a list of eighteen benefits to our county that AAF could theoretically provide. We need a stop here! We need AAF for the future! Please consider my remarks. I hope you find them useful in the decision process! THANK YOU!

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Comments:

The All Aboard Florida passenger rail project is an obvious and dramatic improvement to the transportation system, providing an efficient means of commuting between Orlando, Miami and points in between. The rail project will add millions of dollars to the Florida tourist industry. Now there will be an easy method of visiting locations outside of the primary destination.

The Federal Railroad Administration should approve and fully support the All Aboard Florida passenger rail project.

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Optional Personal Information:

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Comments:

*n. The trains should be West thru
areas of no development*

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Comments:

1. This train will destroy the towns and cities along its tracks. ⁽¹⁾ Business will close, property values will decrease.
- ③ The marine industry will die.
- ④ The railroad bridge is ancient and will not last with too many openings & closings.
- ⑤ Closing left turn in downtown Stuart will cause immense delays getting to hospital and medical facilities.
- ⑥ Bribing the treasure coast with "jobs" is cruel! Short term work equaling a few jobs doesn't compare with thousands of lost jobs along the route.
- ⑦ It takes an average of six minutes to cross from the west to east over the track, ~~and~~ multiply that by 30! = Disaster
- ⑧ Emergency vehicles will not be able to get around backed up traffic nor cross ^{the track}
- ⑨ Tourism in the area will be non-existent

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Optional Personal Information:

Name	CAROL HEINZE
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- Tifton, GA
- West Palm Beach, FL

October 24, 2014

Eric Claussen
Vice President – Design & Construction
All Aboard Florida
2855 Le Jeune Road, 4th Floor
Coral Gables, FL 33134

Reference: All Aboard Florida – Letter of Support

Dear Mr. Claussen:

Universal Engineering Sciences, Inc. (UES) is proud to express our support for All Aboard Florida (AAF), the privately financed rail project linking the international city of Miami to the state's largest tourist destination, the city of Orlando.

This infrastructure project will provide an alternative transportation mode for our state. It is reported, that this year Florida will surpass New York in population to become the third-largest state in the country. With the increase in population, comes an increase in the number of cars on our streets and highways. AAF will locally link the Florida cities of Miami, Fort Lauderdale, and West Palm Beach, with the Space Coast and Orlando, providing Floridians and tourists with a transportation alternative to driving. This will be a valuable investment in meeting the future transportation and infrastructure needs of our state.

AAF, a privately financed infrastructure project, will provide an economic stimulus to the state. Jobs will be generated during construction of the double tracking and the construction of the first three stations located in Miami, Fort Lauderdale, and West Palm Beach. When completed, the rail system will provide economic stimulus, by providing our tourists a transportation option with the mobility to travel between these areas. In addition, the project will reduce congestion and roadways and enhance the quality of life in Florida.

Looking ahead, this infrastructure project will contribute to the long-term solutions to our future transportation needs. We wholeheartedly support All Aboard Florida and what it will mean to Florida.

Respectfully submitted,
UNIVERSAL ENGINEERING SCIENCES, INC.

Peter G. Read, PE
Regional Manager

Mark C. Israel, PE
President

Submitted by Donald D. Hood

There has been much published in local media about the negative effects of the *All Aboard Florida* (AAF) project might have on the Treasure Coast. Most are alarmist overreaction not based on rational fact. There appears to be a group in Jensen Beach (real estate based group) that is behind most of this negativity campaign and it is because a very few are thinking that AAF might have a negative financial impact on them (and their real estate). Positive response is out there, but not very well organized. The biggest negative claim though is that there isn't ANY benefit to the citizens of the Treasure Coast. That isn't true, there are some tangibles, particularly safety, but there are potentially MANY benefits IF AAF does eventually build a terminal in Indian River County. My concern is that the naysayers in this and other Treasure Coast counties will poison the atmosphere for any chance of a terminal here in Vero Beach. Spokesmen for the AAF project have already said that after the initial evaluation period is over for the new trains, and ridership is as envisioned, there is high potential for future stops along the line. However, no stops are planned until AAF meets its immediate published goals. I think the citizens of this county should try their very best to work on persuading AAF to stop here and to be ready when there is a window of opportunity for such. In that regard, here are some ways that I (and others) feel that Vero Beach and Indian River County could benefit from a stop here.

1. Access to Airports. The most obvious benefit of having trains stop would be to ease the travel problems of those in Vero who want to catch a flight. Everybody in Indian River County who flies has the problem of getting to and from the airports on occasion. Somehow you have to a friend or relative to take you to a spot where you can catch a bus (that makes many stops and adds to the length of your trip), or you have to use an expensive limousine service. Rental car companies want your first born if you didn't want to return your car to the airport. A train from Vero to either Orlando or Ft. Lauderdale airports would be a significant benefit to the citizens of our county (other counties as well).

2. Access to cruise ships. If you were to take a cruise, currently you would have to drive to a port and leave your car in a high priced parking lot where it is subject to theft or vandalism or once again get assistance from a friend to drive you to the port. The AAF trains will go right to the ships, or close enough anyway that you could hop a shuttle or a taxi. And you just know those shuttles and taxis will be there if *All aboard Florida* is built as planned.

3. Access to sporting events in other cities. In many cases there are special sporting events that locals in our County would like to witness. Traffic and parking at these events can be a major hassle in Orlando or Miami. What about in reverse? Historic Dodger town, our local sports arena could benefit by possible increased use of Historic Dodger Town.

4. Access to cultural events in other cities The possibilities for events are there and they are endless in all of the cities serviced!

5. Increased accessibility to Vero Beach and Indian River County. We know many who are afraid to fly; others we know actually enjoy travelling by rail. Some, like me, can't fly anymore for health reasons. The railroad would increase the flexibility for travelers both to and from Vero Beach who can't fly or have other reasons not to fly.

6. Shopping. That one was my wife's idea. I'm not sure I like that (sounds expensive!) but I'm including it since that was the first thing she said about the chance to ride a train from Vero to other Florida Cities for shopping

purposes. I don't think I personally would have thought of it. And what about the reverse of that idea? Perhaps there are shopping attractions in our County that would benefit from a train stop with customers arriving by train from other areas?

7. **Bring Commercial Air to the County again.** The AAF project might be of assistance to those who are serious in bringing commercial air travel back to Vero Beach and Indian River County. That could be mutually beneficial to both sides of the equation, commercial air interests and AAF interests, not to mention Indian River County.

8. **Increased tourism.** If we sell tourism properly in our county, and if that is what our Chambers of Commerce in Vero Beach and Indian River County truly want to accomplish, it cannot hurt to have the railroad stop here. We have some fine hotels and restaurants and of course the beaches. A new hotel is being built in Vero Beach that is only two blocks from the train tracks. The proximity of Disney assets in Indian River county doesn't hurt either

9. **Attending Business meetings in other cities.** Having an AAF stop in Indian River County would make attending business meetings in the other cities simpler. Staying off I95 which is supposed to be one of the deadliest freeways in America is always a plus. Driving on I 95 is positively scary in Miami.

10. **Resources in existence could be used for a station** (The old power plant). This was my wife's idea. It was near parking and has lots of parking on its own. The old power plant is an asset of the City of Vero Beach. It is vacant. It has ample parking for a station and is situated nearly next to the existing railroad tracks.

11. **Increased Safety.** Even if AAF never stops in Indian River County, we would still benefit from safety by the very nature of the upgrades to all of the crossing in this county. A fringe benefit might be if the City of Vero Beach or the County elects to "go all the way" by putting in the increased safety measures that are above and beyond what the Federal railroad administration demands. This additional safety measures would eliminate all of the horn blowing that is a major objection of those opposing AAF and it would also silence the whistles of all the existing (and future) freight train traffic. Of course, another benefit to his increased safety is that AAF is going to pay for ALL of the mandatory upgrades. The county would have to pay for the optional safety that would result in silencing all horns. Also, after a few recent trips on I-95, I think AAF has a valid point about relaxing in the safety of rail travel versus doing combat on the freeway!

12. **Revitalize downtown Vero Beach** Parts of Commerce Avenue in Vero Beach and other nearby locations to the tracks are not the best face of Vero Beach. I doubt if anyone riding that train and seeing those sights would elect to come here for a visit even if there was a stop here. However, an AAF train stopping here could be the catalyst for a rejuvenation or reinvention of downtown Vero Beach.

13. **More Jobs.** There are never enough jobs these days. Some jobs will be created by AAF in Indian River County even if they don't stop here. Even more jobs would be created if they did stop though. A young local college student by the name of Logan Smith has also suggested that a stop in Vero Beach might very well lead to more business during the "Snowbird off season" and provide more work for college students who could use a financial boost. Of course many new year-round jobs would be created in local businesses IF a stop became a reality.

14. **National Defense.** There are some who would say that this is baloney, but the Federal Aviation Administration, The Federal Highway Administration(think Freeways) and the Federal railroad Administration are all part of National defense planning. In WWI, the Florida East Coast Railway was taken over by the Government for the duration of the war. The same was done before FEC's time during the Civil War. The US Military has an interest in the AAF project. This is certainly not the biggest reason we should be interested in AAF running through our county, but it IS a factor.

15. **Slow Local Traffic down!** This was mentioned by the All Aboard Florida Vero Beach High Speed Rail Commission already, but it is one I hadn't thought of and it's a good one. Slowing down Vero Beach traffic through the downtown area is something that has been of interest in Vero Beach for quite a while!

16. **Travel to Casino's.** This isn't "my thing" but others have mentioned it in print that they would like to be able to take the AAF train to locals near Casino's.

17. **Alternate travel possibilities (Shifting paradigms):** Young people are not interested in driving as much anymore. I have talked with a former Georgia Tech PHD whose specialty is transportation engineering, (He is now with the Department of Energy's Argon Labs of Chicago). Much has been made in the media about car sales to young people. He confirmed to me that, young people are not as interested in owning cars anymore. He said, "The big automobile companies are having a VERY difficult time trying to market (automobiles) to the younger generation." I have talked with other young people in Vero Beach who feel this way as well. They don't particularly want to own a car. They too express an interest in using trains versus automobiles. The younger generations seem to be quite interested in the prospect of high speed rail in Florida and the Treasure Coast. Some have argued their position to the Indian River County Commission and to the *Vero Beach Press Journal* newspaper.

18. **Commuting to work in another city:** Another possibility is that with the advent of more AAF stops, it might be possible for users of AAF to live in one city and commute to the next. Where I live we have a neighbor who is a Doctor from Miami. He comes up for weekends for instance. Why couldn't Vero Beach or Indian River County citizens commute to work in another area? Also, why couldn't those, like the doctor mentioned, move to Vero and commute? That would certainly INCREASE property values in our county.

These 18 ideas are of course fairly unique to Vero Beach or the Treasure Coast. I have not addressed State or National benefits which should also be of concern here if we are to be good citizens and bear all this in mind while discussing the pro's and con's of the AAF project.

What are the chances of having a stop here in Vero Beach (or elsewhere on the treasure Coast)? In my opinion, the chances of AAF stopping in Vero Beach are very good, if....

A We can try to get the local (Indian River County) politicians (especially one or two of the very negatively biased Indian River County Commissioners), business leaders and misinformed citizens to quit the uniformed attacks on something that doesn't even run yet. Doing this seems unlikely as the politicians are the key and way too many are chasing the visible votes of the naysayers or their own personal agendas. Also, there is a problem with the local press which continues to publish columns and letters to the editor covering the same misinformed and negative old ground. The opposition to AAF is well funded and well organized and their spread of misinformation and untruth's has made this a one sided negative show for the residents of the Treasure Coast. Most of the untruths and outrageous claims seem to be coming from counties further south of Indian River County. The press for the Treasure coast is not headquartered in Vero Beach. The *Vero Beach Press Journal* has input, but the editorial content is controlled by the *Treasure Coast Press Journal* in the same locations on the Treasure Coast as the hotbed of AAF opposition. The biggest hurdle for supporters of the AAF in Indian River County is the lack of an organization of concerned citizens who view AAF favorably. They are here; they are just not organized (or financed)! On the other hand, we also have an Indian River County Commissioner (and supported by a second council member) who is voicing his own personal negative views about AAF and all other forms of passenger rail

travel, spending tax payer dollars on Railroad Attorney's to fight AAF and participating in anti AAF demonstrations in other counties. That kind of attack is very hard to battle without a support organization.

B. Accept the fact that the present AAF plans do not include a stop here. **YET**. AAF will be the first to tell anyone who will listen that the current project as defined is PHASE1. They will also be quick to tell you that whether there is a PHASE II or not depends on the success of PHASE I. I have been told that a PHASE II could very well happen **IF** all AAF plans pan out as conceived. In the meantime the plans are to run what they have already described since most of the facilities needed OR land required is already in FECI'S hands. **IF** there is a PHASE II, there will eventually be more stations. Where? Why not VERO BEACH? Work needs to start NOW to correct the negativism and get with developing a workable plan. Perhaps there are local inducements that would sway AAF to build a station here? If we don't do something here in Indian River County, and a new station is built on the treasure Coast, the terminal will probably go to Fort Pierce. Why? Of course they have a bigger population base; BUT FECI has a rail yard there. That gives Fort Pierce an edge even with its high crime and gang problems.

C. Perhaps other counties who have expressed a desire for a stop and also exhibit a positive attitude about the railway would be interested in working with Vero Beach or Indian River County. There is much to lose by not trying!

We have the potential for some wonderful things happening if we can convince the folks at AAF to plan a stop in Indian River County "if and when" their plans are successful wither their Phase I. To look the other way and not do anything or worse, to alienate AAF would be a terrible waste of a potential major opportunity.

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Comments:

Benefits.

* Positive economic impact for ORE / MIA

* Eliminate more highway congestion

* Promote tourism and increase seasonal income

* Create jobs

* Help the elderly & college students ~~get~~ who

do not have a car for this type of commute

*

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Please bring it on !!!

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Name	Helena McHugh
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Comments:

I'm a old railroad man. I find it
a good idea to have a Passenger
Rail road in this state.

Last seven years I worked for the
airlines and five days a week to
PBI. That's over 100 miles a day.
I went through two and a half cars.
I wish there were a park and ride
to many cars on I-95 and the turn pike.

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Project**

Draft Environmental Impact Statement



U.S. Department
of Transportation
**Federal Railroad
Administration**

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Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

- 4) Written comments may be emailed to: AAF_comments@vhb.com.

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Optional Personal Information:

Name	Carl Palmer
Address	142 SW Milburn Cir PSL FL 34953
email	Please provide your email address if you would like to receive notification when the FEIS is available CapGun55@yahoo.com

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Comments:

AA F RAIL IS AN POWERFUL ECONOMIC
ENGINE FOR ALL OF FLORIDA GENERATING
REVENUE FOR MANY COMMUNITIES.
INCREASED TOURISM-AND EASE OF
TRAVEL ARE A BIG DRAW FOR
VISITORS

GO
AA F!

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Comments:

It looks like All Aboard Florida has done a great deal of research on this project. This is a fantastic idea and can only help the State of Florida. It's about time we start making moves to handle all the new people coming to our state. The sooner the better!

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From: Jerry Buechler, 1719 SW Leafy Rd, Port St. Lucie, FL 34953 305-510-4927

I request All Aboard Florida's parent company, Florida East Coast Railroad/ Fortress Investment Group to place an additional station in Ft. Pierce to partially compensate for the negative impacts created. There are over 600,000 Treasure Coast residents now and fifteen years from now our population is predicted to be 800,000 to 1 million (depending on how many people leave South Florida after they retire.) I am one of those who used to live in Miami-Dade county but left due to congestion and high taxes. FEC states adding a stop here would exceed their 3 hour travel time goal. Downtown Ft. Pierce already has a multi-level parking garage right next to the tracks which is largely unused and would be the most central location for a stop on the Treasure Coast. Thousands of people attend our award winning Farmers Market on the water every Saturday and many people would travel from South Florida just to experience a few days of the beauty of the Treasure Coast. Many from here would also travel to Orlando for vacations, and students would use it to go to UCF in Orlando

FEC needs to take a trip to Japan. September 3rd I traveled to Japan with my son, Adam, who is one of 3 UCF students doing a one year exchange in Japan. Before his school started we traveled 9 days around Japan using trains and buses. On our last day of travel we took the Bullet Train also called the Nozomi (translation means Hope, Wish, Desire) from Himeji to Tokyo. The distance was 289 miles with 7 stops and was done in under 3 hours.

The bullet train, which Japan has had for 50 years, topped out at 177 miles per hour. The stops took no more than a few minutes each. Riders purchase tickets which they feed into gates that allow them onto the train platform. When the train arrives several side doors open and people board just like subways operate. At stops riders feed the ticket into a gate again to exit the platform which prevents fare cheating. We Hope, Wish, and Demand that All Aboard Florida let's the Treasure Coast onboard also.

A former Senator from South Dakota, who I know personally, as my parents went to school with the Senator and his wife is the Lobbyist for Japan Railways Group who is willing to fund and supervise building a high speed rail in the US just to get their foot in the door of the US market. It may be too late for this project, but there is the I-4 corridor in Orlando which could use a high speed rail also. Please contact me if you are interested in pursuing this potential.

Sincerely,
Jerry Buechler

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Comments:

① AAF SHOULD CONSIDER AN OVERPASS FOR AAF TRAINS ONLY (NOT FREIGHT) OVER THE ST. LUCIE RIVER, MOVING THE SAME CLEARANCE (65 FEET) AND PARALLEL TO THE ROUTE 1 ROOSEVELT BRIDGE. THIS WILL ALSO ALLOW FOR ELEVATED TRACK THROUGH DOWNTOWN STUART, AVOIDING SEVERAL GRADE CROSSINGS. HIGH SPEED RAIL CAN HANDLE THE NECESSARY GRADE SENCE THE TRAINS ARE LIGHT AND THERE ARE ~~MANY~~ MORE DRIVE WHEELS PER CAR THAN ON FREIGHT TRAINS

② THEY SHOULD PLAN A STATION IN FORT PIERCE SO SOME TRAINS STOP THERE AND NOT IN Ft. Lauderdale or WPB. FP has excellent connections to I95, TURNPIKE, US1, A1A and INDIAN RIVER DRIVE. ALSO HAS AN EXISTING OVERPASS FOR CITRUS DRIVE OVER THE TRACKS AND LOTS OF VACANT LAND THERE

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Optional Personal Information:

Name	PETE JACKSON
Address	1850 EAST SANDERLWG LANE FORT PIERCE FL 34982
email	Please provide your email address if you would like to receive notification when the FEIS is available PETROJAK@USA.NET

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Comments:

BUILD RAIL SYSTEM WITH MOST
WORKERS FROM FLORIDA. PUT GREAT
INFAPHASIS ON SAFTY-

Charles C. Bolden Jr.
1815 Alder St.
Port St Lucie Fl.

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34952

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Comments:

I THINK A HIGH SPEED TRAIN BETWEEN
ORLANDO & MIAMI IS GREAT - ONLY NOT
MORE THAN 2-3 PER DAY. 32 IS NOT
NECESSARY! - AND PROBABLY NOT PROFITABLE.
KEEP IT AT 2-3 AND I WOULD GO FOR IT
BUT NOT THE PRESENT PROPOSAL.

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Comments:

IF YOU WOULD BUILD A FLYOVER
OR SUCH OVER THE ST LUCIE
RIVER - I WOULD HAVE FEW
OBJECTIONS TO THIS SERVICE.

CHECK OUT THE COMMUTOR RAIL
THRU HINGHAM, MASS. IF
THAT PROBLEM COULD BE SOLVED,
THE ST LUCIE CROSSING COULD.

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11-6-2014

PORT ST. LUCIE MEETING

There is no benefit from All Aboard Florida to residents of the Stuart area, only increased noise and increased traffic problems including delays to emergency vehicles.

Ruth Parsons, Jensen Be

COMMENT SUBMITTED BY 24 PEOPLE

SUBMITTED

7/16/2014

SI. LUCIE MERTINA

6 COPIES

TO: USDOT Federal Railway Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Proponent: All Aboard Florida

Subject: Public Commentary on Draft Environmental Impact Statement & Section 4(f)
Evaluation

AAF's primary goal of providing sustainable intercity rail service as a private commercial enterprise as described in the DEIS is not justified. It fails to take into account existing, competing commercial airline service between Orlando and Miami. Airline service is not only much faster (approximately one hour flight time versus three hour rail time) but also likely to be cheaper. Regular round trip flight prices are available for under \$300, whereas AAF will need to charge over \$400 roundtrip to break even, based on its ridership estimates.

AAF estimates 1.5 million riders per year between Orlando and SE Florida. This translates into 4110 passengers per day (365 day year) and 128 passengers per train (32 trains per day). 128 passengers per train will require a minimum of six passenger cars with attendant operational costs. The AAF estimate of ridership lacks supporting facts or statistics and appears to be based on blue sky estimates by AAF.

The Air Quality appears to fail to take into account the increase in miles traveled by the passenger train which should be an offset against the calculated annual VMT reduction. It also fails to take into account the annual emissions created by 32 train trips everyday. The diesel engines will emit carbon monoxide, nitrogen oxide, volatile organic compounds and particulate matter in measurable quantities. These train emission quantities need to be offset against the vehicle emission quantities and may create increases in emissions. Also, noise impact appears to be understated, considering an increase of 32 times a day of at least 90db for up to a minute or more.

The economic impact of State and Local Taxes fails to take into account that real estate properties adjacent to and near the railroad tracks, will have a reduction in value due to significantly increased noise, air and vibration pollution. I have read estimates of a 25 to 30 percent reduction in property values associated with AAF, due to fewer buyers wanting to live near a high speed train passing by every half hour. This loss of value will have to be reflected in assessed tax values and will significantly reduce the \$21 million increased tax income and may ultimately have a negative tax effect.

Finally, the USDOT must answer to the American taxpayer on its' use and or misuse of public funds. It is generally recognized that Passenger Rail Service, whether publicly or privately operated, is a money losing proposition. In light of this general knowledge, any approval by the USDOT of the AAF passenger rail project, may constitute, a deliberate and knowing misuse of taxpayer moneys' for which the approving authorities may be held legally accountable by taxpayer's and or their representatives. Simply put, how does the USDOT expect a money losing passenger rail service to repay its' loans? When the rail service defaults, then the USDOT must use taxpayers dollars to pay off the loan default.

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Comments:

THE TRAIN IS BAD
FOR OUR LIFE STYLE
AND SAFETY
XANE SUAREZ

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Comments:

THE A.A.F. RAILROAD PROJECT MAKES VERY
LITTLE SENSE FOR TWO REASONS.
ONE NO FAST TRAIN RAILROAD IN THE WORLD
GENERATES ENOUGH MONEY TO BREAK EVEN.
GOVERNMENT SUBSIDIES WOULD BE
REQUIRED NO MATTER WHAT AAF SAYS.
TWO THERE IS NO REASON TO BELIEVE
THAT THERE WOULD ACTUALLY BE
ENOUGH RIDERS TO MAKE THIS PROJECT
WORTH THE COST AND THE DISRUPTION
OF CITIES ALONG THE ROUT.

- LEWIS D. OWENS

517 N.W. PORTOFINO LANE

PORT ST. LUCIE, FL 34996

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ALL ABOARD FLORIDA TRACKS CHANGE

There is a way that ABF could implement their high speed passenger train from Miami to Orlando without disrupting the Treasure Coast on to Orlando. I certainly do not have all of the facts and figures as to cost, but I would think my plan would cost less than the proposed plan.

My idea would be to take the train as proposed by you from Miami to West Palm Beach. Then the train could go to the CSX tracks that goes from West Palm Beach northwest past Lake Okeechobee to Winter Haven and north to Orlando. These tracks have already been upgraded to Class I so there should be no extra cost for that. I'm sure AAF would have to pay to use these tracks, but that cost might be cheaper than the cost of upgrading tracks and crossings through the populated areas of the Treasure Coast and north. I don't believe the cows will mind it too much to have a train or two whiz though every hour. However due to safety issues, noise and pollution the current plans causes is a BIG problem. I certainly would not want to live close to the tracks.

I feel that you are not being honest about this passenger train business. There are no profitable rail passenger systems in our country or Europe or Japan etc. They are all subsidized. Your plan is to make your money on the stations and business around them. That would still be true if you took the train west out of West Palm Beach. You do not have plans for stopping in the Treasure Coast so you lose no business there. I believe this is all to get the additional freight from the Ports of Miami north.

I have a problem in knowing why a business person would want to take the train. Yes, they could work while on the train but it is not going to get them to their business meetings. They will need other transportation from the station to the meeting. No tourist is going to want to load all their luggage onto a train and then have to get other transportation from the station to Disney etc. I just don't see where your ridership is going to come from.

Marjorie Owens
517 NW Portofino Lane
Port St Lucie, FL 34986

772-344-1857

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Comments:

This whole ^{passenger train} project is a front to run
high speed freight trains thru our
communities -- There is no way passenger
trains would prove a profitable venture --
The amount of time the railroad bridges would
be down to allow these trains to pass is
outrageous to the residents of these small towns
In addition to the ^{automobile} traffic jams when the
trains pass thru these towns causing major
delays in commuter traffic - Outside of
these traffic problems is the noise - Move
this project west is the only alternative!

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Optional Personal Information:

Name	Barbara Schunke
Address	# 625 NW North River Drive Stuart, FL 34994
email	Please provide your email address if you would like to receive notification when the FEIS is available bschunke320@comcast.net

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Comments:

I live on Hutchinson Island,
there is only one access to the
Island. We will be cut-off from
emergency services. It is also
a problem for evacuations. What
about a Nuclear accident.
What about the potholes.

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Comments:

Look to the future. We should have a
RAIL SYSTEM THAT IS ADJACENT/PARALLEL WITH
THE I 95 CORRIDOR. NEW TRACKS, REDUCES FURTHER
IMPACTS ON WILDLIFE.

POWER FOR THE TRAINS SHOULD BE PROVIDED
BY PHOTO VOLTIC ARRAYS ADJACENT TO THE TRAINS.
WE NEED TO LOOK AT WHAT IS BEING DONE IN
EUROPE. THEY HAVE EXPERIENCE THAT THIS COUNTRY
HAS SADLY LAGGED FAR BEHIND^W WITH REGARDS
TO PASSENGER TRANSPORTATION. RETRO USE OF
OLD TRACKS IS SHORT SIGHTED. - Expand AmTRACK

I⁸ RECENTLY MOVED HERE BECAUSE IT IS QUIET
AND THERE IS STILL NATURAL BEAUTY. THIS IS THE
TYPE OF THING THAT MIGHT CONVINCE ME TO RETURN
TO WESTERN NEW YORK

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Optional Personal Information:

Name	MELIS ANDERSEN
Address	2009 SE JOYNER CIRCLE PSL 34952
email	Please provide your email address if you would like to receive notification when the FEIS is available myandersen@gmail.com

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Comments:

My name is Robert Worrester.
I am a retired police officer who
also spent several years on an ambulance
squad. I am 100% opposed to this
train. I have been the guy in the squad
car waiting for trains to pass or to
get moving when broken down. Adding
trains to an ~~area~~ already congested
area right next to hospitals is
ludicrous.

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Comments:

Am writing to express the concerns of myself, family members & neighbors. I live on the Jackson River, just east of the railroad tracks. The development of the fast train services would pose significant problems for myself & our community. Safety issues, quality of life issues, traffic issues, the noise!!! Shattering the nature of long established historic communities... Absolutely unconscionable!!!

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Optional Personal Information:

Name	Christy Jones duBein
Address	109 Ridge Circle, Fort Pierce, FL 34922
email	Please provide your email address if you would like to receive notification when the FEIS is available stetubein@gmail.com 3 janeetubein@msn.com

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement



U.S. Department
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**Federal Railroad
Administration**

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Comments:

I understand that this becomes feasible because
Bryan already own the tracks. However, in cities
like Miami, Ft Lauderdale & W P Beach, they have
the infrastructure to address the "inconvenience".
The small towns like Stuart, Jensen Beach,
Ft Pierce, Vero Beach & Sebastian do not have
the infrastructure to address these continued increase
in train traffic as well as the financial where-
with-all to implement.

A better choice - if you are interested in addressing
the needs of the people and the towns would
have been to run these trains on the FL Turnpike
right of way.

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Comments:

I am concerned that the funding will fall back
on taxpayers when the bond fails to generate enough revenue.
St. Lucie County absorbs all the downside, with no upside.
We get noise, traffic issues, and potential derailments
on the curved sections.
This train belongs west of town, on tracks designed
for true high speed rail - 200+ mph -
stops are needed in St. Lucie + Brevard Counties -

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Comments:

Consider designing a train system for the future. Use the corridor of I-95 - figure out solar arrays - futuristic technology to benefit all of us.

By the way, I presently live within one mile of the track and do not want to listen to more train traffic.

Also I suspect this is an elegant way of bringing more freight (maybe dangerous) along the Indian River - Stuart route.

I moved here ⁽³⁴⁹⁵²⁾ 3 years ago - it is a quiet sleepy area east of route 1 - the somewhat ecological loveliness of the area lured me here - I won't stay if they can't make wise decisions concerning the one plus of Florida - its environment.

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ps I don't want to pay for the Fed
love this Gals

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Optional Personal Information:

Name	Louise Thorn
Address	2009 SE Joyner Circle PSL, FL 34952
email	Please provide your email address if you would like to receive notification when the FEIS is available louiseathorn@gmail.com

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Comments:

I have the train going through my backyard, on Indian River Dr. Ft. Pierce. I have damage to my kitchen floor, bathtub, pool damage. Everytime the train comes through the house shakes and it is disturbing the peace. Please give it a thought to put the train out west, most people here are going to appreciate if you could put the train out west. Thank you Gabrielle O. Chapin 9101 S. Indian River Dr. Fort Pierce.

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Address	
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Adrian

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Comments:

Noise

~~All the homes~~

*the train run 100 yards behind homes
in St Lucie, St Pierce & Martin Co. The
noise is NOT just at the crossings
The homes will not be able to hear on
the phone any time the train
goes past*

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Comments:

I am a Retired FRA Track Inspector
(1972 - 2002). For States of PA & NY

No one has addressed the problem of
the Endangered Florida Panthers.
Presently there are fewer than 200 wild
Panthers in existence. There range per
Panther is approx. 200 sq miles per Panther to
Baby Panthers are with their mothers
for their first two years. So if the mother
dies, so will the young. In 1993
engineers constructed ~~what~~ on Interstate
75 underpasses for Panthers to safely
cross.

Florida Tortoise is also endangered
and will not be protected.

No Local towns will benefit.

Only a Rich People and a few and our
taxes will only go up. Thank you for

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These considerations

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Optional Personal Information:

Name	Robert S. Guss
Address	952 SW Janette Ave Port St. Lucie, FL 34953-1215
email	Please provide your email address if you would like to receive notification when the FEIS is available NA N/A

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Comments:

I have serious concerns on the impact of this "project" on the living species that will be directly affected by the "progress". Obviously, the Great Florida Panther is of the utmost concern. And then there are the "lesser" creatures such as wild pigs, the gopher tortoise and other creatures that I am not aware of.

That is the moral and ethical issue.

Now, let's talk about the additional unsolicited, unfounded, and inappropriate taxing of all of our county residents. NONE of whom will benefit from this project.

This whole situation is an insult to the intelligence. For the greed of a few, there is an insupportable disruption of the many, including the ~~now~~ animals who don't have a voice, except ours!

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Comments:

*I am not in favor of All Aboard Florida
But you find another location if you
have to have the trains go. Why not
use tracks west of the proposed ones.*

Isabell Matree

*3605 S. Indian River Drive
Fort Pierce FL 34982*

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Comments:

This is not really about passenger trains - that would fly in the face of the losses suffered by passenger service. It's about commercial trains. We are being (as taxpayers) to assist in a service which offers us nothing - and takes so much away.

If this goes through we may be required to bear construction and maintenance costs of upgraded RR crossings - plus installing + maintaining quiet zones.

This proposal should be denied.

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Optional Personal Information:

Name	<i>Charles G. Speck</i>
Address	<i>1-303 Harbour Side Drive E. Fort Pierce, FL 34949</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available <i>cspeck@rsd.net</i>

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Comments:

This will lower our property values
INCREASE traffic congestion
INCREASE time for fire and rescue services
how does this not affect our communities?
This will upset our way of life
This private company should not use our
tax dollars - there are no profitable passenger
rail lines in the U.S. How can the FRA think
there is no problem with this?
How can we allow high speed trains running
through our beautiful small towns? This will
have a negative impact to our communities
These old tracks and bridges cannot handle
high speed trains.
This is all about freight not about passenger rail
We are against this! No one is answering our
questions. We are being railroaded

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Optional Personal Information:

Name	DIANE RACIOPPI
Address	1600 NE DIXIE HWY 5-102 JENSEN Bch, FL 34957
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

Shake, Rattle, & Fall

I already have experienced damage from the present trains which run behind my house mainly from VIBRATION. I live on 9601 Indian River Drive, Fort Pierce. Second, Trains are noisy. Guests who stay at my house are kept awake at night for the first several days. After 12 years of living at the above address I have put up with the above problems & will only be made worse by "All Aboard Florida's" plans.

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Optional Personal Information:

Name	THOMAS M. SLATTERY
Address	9601 INDIAN RIVER DRIVE FORT PIERCE, FL. 34982
email	Please provide your email address if you would like to receive notification when the FEIS is available

NOT ABOARD FOR

All Aboard Florida Intercity Passenger Rail Project

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Comments:

No Gov'T funding, all private Venture Capitalist money! No Tax payer backed loans!!

— Property values are all ready dropping!

— This ALL Aboard proposal is an end around to get ready for the increased rail freight from over Billion \$ port renovations and doing with Tax payers \$ \$

— Bad science, numbers games, shady politics

Please put these people out of business!

Get real, this is a joke!! James Rii
Port ST Lucie

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Comments:

FOR MANY REASONS I AM STRONGLY OPPOSED TO THIS RAIL PROJECT:

1.) SAFETY - EMERGENCY VEHICLES WILL BE DELAYED SO PEOPLE WILL BE ADVERSELY AFFECTED & POSSIBLY DIE. PEOPLE DRIVING TO THE HOSPITALS THEMSELVES WILL ALSO BE NEGATIVELY AFFECTED. HURRICANE EVACUATION ROUTES WOULD BE AFFECTED.

2.) WHETHER AAF GETS A FEDERAL LOAN OR TAX-EXEMPT BONDS, WE THE TAXPAYERS WILL BE NEGATIVELY IMPACTED. ^{→ THERE ARE NO PROFITABLE PASSENGER TRAINS IN THE U.S. - OUR TAX DOLLARS WOULD BE AT RISK.}

3.) INCREASED TRAFFIC CONGESTION

4.) ASIDE FROM TEMPORARY JOBS TO UPGRADE CROSSINGS, THE TREASURE COAST WOULD HAVE NO BENEFIT.

5.) THE BRIDES ARE OLD. THERE IS SERIOUS CONCERN FOR THE SAFETY OF ALL ON THE TRAINS. DUE TO AGE, THERE IS A GREAT RISK OF MALFUNCTION.

6.) OUR QUALITY OF LIFE ON THE TREASURE COAST WOULD BE SERIOUSLY HURT, WITH NO BENEFITS.

7.) REAL ESTATE VALUES IN THE AREA, PARTICULARLY NEAR THE TRACKS, WILL BE SERIOUSLY AFFECTED NEGATIVELY. AS A REALTOR, IT AFFECTS MY ABILITY TO MAKE A LIVING.

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PLEASE DO NOT APPROVE AAF.

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Optional Personal Information:

Name	ELSIE LONG
Address	PORT ST. LUCIE, FL
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

At present I see no reason to build a R.R. for
Transportation. There are other modes of transportation that are
already in place, that most people would prefer to use.
To disrupt our current way of life, a high speed train station.
It will disrupt our present day life. We do not believe,
or want it in our life.

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Optional Personal Information:

Name	RITA MANATEC120
Address	2540 TIGER, PSL-FL 34182
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

I wonder what's in this project for the
Pressure Coast! We will NOT profit economically
and the negative impact on our area will be
substantial:

1) Excessive noise from increased train traffic -
No matter what kinds of barriers to lessen noise are
put up - we will hear the whistle at crossing & the noise
of the tracks

2) Increased traffic delay in small communities -
both on land & in water

3) Devaluation of homes - especially along
Anderson River Drive. People are already feeling that
impact.

4) The integrity of extremely old rail bridges.

* 5) Most importantly these trains will barrel
through already sensitive conservation areas
like Savanah State Park.

6) In my opinion, no lessening of traffic on any
N-S routes... even from Southern Cities... Simply - if you
go to Orlando you need a car to get around.
I think this is a sham to move cargo from the ports &

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Comments:

I AM AGAINST THIS TRAIN! IT WILL
KILL ALL OF THE BUSINESS IN DOWNTOWN
STUART ON EAST SIDE OF TRACKS! IT WILL
KILL ALL THE MARINA BUSINESS ON WEST
SIDE OF TRAIN BRIDGE. IT WILL LOWER
ALL PROPERTY VALUES ON NORTH & SOUTH FORKS
OF THE ST. LUCIE RIVER AS THE TRAIN
BRIDGE WILL STOP WATER TRAFFIC
FROM ACCESS TO THE OCEAN. IT NOW
TAKES 20 MIN' FOR EACH TRAIN TO LOWER
& RAISE THE TRAIN BRIDGE SO WITH MORE
TRAINS IT WILL BE UNPASSABLE. THERE
IS THE NOISE ISSUE ALSO FOR HOMES ALONG
THE ROUTE. SAFETY IS COMPROMISED FOR
DELAY TO REACH THE HOSPITAL IN STUART
WHICH IS EAST OF TRACKS.
PLEASE STOP THIS TRAIN! OR BUILD
TRACKS ALONG TURNPIKE.

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**Federal Railroad
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Washington, DC 20590

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Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	PAULA Golino
Address	2080 NW CHENILLE LANE STUART, FL 34994
email	Please provide your email address if you would like to receive notification when the FEIS is available pgolino2@yahoo.com

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement



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Comments:

This "Rail Project" does absolutely
nothing for the Beautiful Treasure Coast.
All it does or will do is:

1. Increased traffic delays.
2. Safety Issues @ Crossings.
3. Loss of business revenue.
4. Increased Pollution @ Traffic Back ups.
5. Affect on Wildlife along Corridor.

"Not Good"

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Comments:

THE DOWN SIDE RISKS FAR OUTWEIGH THE BENEFITS TO THE TREASURE COAST.

THE DELAYS IN EMERGENCY RESPONSE VEHICLES DUE CROSSINGS BEING CLOSED FOR ADDITIONAL TRAIN TRAFFIC IS A SERIOUS PUBLIC SAFETY ISSUE
THE ADDITIONAL BRIDGE CLOSINGS OVER THE ST. LUCIE RIVER WILL DISRUPT MARINE TRAFFIC BY UP TO 9 HOURS A DAY.

THERE WILL BE A NEGATIVE IMPACT ON PROPERTY VALUES ALL ALONG THE TREASURE COAST.

WITH NO STOPS PLANNED ALONG THE TREASURE COAST, THERE IS NO BENEFIT, ONLY NEGATIVE IMPACTS.

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Optional Personal Information:

Name	EDWARD E LONG
Address	445 NW BROOKVILLE CT PORT ST. LUCIE, FL 34986
email	Please provide your email address if you would like to receive notification when the FEIS is available EDWARD.LONG@FLORIDAMOVES.COM

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Comments:

I can see no or little benefit for AAF to transit thru the Treasure Coast. There are more detriments - noise, vibration, hazard, disruption of quality of life, emergency services, etc., impact on tourism, impact on home values. The EIS is a whitewash of the impact of AAF. Little local input has been ~~solicited~~ requested and alternatives exist that have not been presented to the public in complete form. The funding for this project is questionable and probably will end up in the taxpayers lap. The numbers have not been presented for ~~this~~ AAF to be a viable rail service. Why would a family of four buy 4 tickets when one rental car would suffice.

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Comments:

The initial 'Environmental Assessment' is surely flawed. Finding of no significant impact is in itself a joke. Obviously largely input by 'AAR' is any increase in rail traffic has got to cause an impact!

There is no way an increase of trains won't do damage to the environment, noise and property, safety of animals & children.

The Tracks are in poor shape, and Passenger rail service was dropped in 1968 due to lack of passengers & revenues.

IF AAF insists on going forward the only sane option is to make it WEST!

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Comments:

NOT ALL ABOARD

Live here think it is a horrible thing
to do to small towns, wild life, people who
commute to work.

other places to put tracks.
Think this is a money grab.

NOT NOT ALL ABOARD

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Comments:

USE OF 100 YEAR OLD TRACKS
CANT BE CONSIDERED AS GOOD.
BRIDGES CANT SUPPORT SUCH
FREQUENT OPENINGS AND CLOSINGS.
ORDINARY LIFE WOULD SUFFER
SCHOOL BUSES, FIRST RESPONDERS,
FIRE POLICE ETC. BOAT TRAFFIC
LIKEWISE TOURIST INDUSTRY ON
TREASURE COAST WOULD SUFFER.
NOT EVERYONE IS GOING TO WANT
TO GO TO ORLANDO. WHAT?
HAPPENED TO USING BUSES TO
PROPERTY VALUES WILL
PLUMMET. AFRAID PUBLIC WILL
BE DECEIVED. OR WORSE YET
WE WILL HAVE TO PAY FOR A
TERRIBLE MISTAKE. GIANT
DONUT SCHEME. PEOPLE WILL MOVE!

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Optional Personal Information:

Name	ROSEMARY ELLIOTT
Address	2615 SE Tropical East Circle PORT ST LUCIE, FL 34952
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

This whole idea is ridiculous. High Speed Trains going by Every 45 MINUTES? Upsurd.

IT WILL DISRUPT my life Everyday Every 45min!

Who benefits? How can this happen?

Real estate values Dropping because of this.

IF A Train Derails near my house IT will destroy my Home AS well AS my Neighbors.

How can we STOP this!

I'll Sue - would THAT stop IT?

Who is responsible?

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Comments:

I Love railroads. But This is Like going back
in time 100yrs, to The robber barons doing what
ever they want!

- All this construction and no grade crossing
elimination 159 in 128 miles!!!!

Horns at the crossings, instead of down the track.
Big deal!! To really secure These 19th century
crossings - we locally would have to pray - what
A system!

Clearly tiny Florida EAST Coast railroad is on its
last legs. to "loan it" \$1.6 Billion to upgrade
its freight line at the excuse of "High speed
rail" (Avg speed 76mph, typical of early 1900s)
would be criminal waste. Shame on FRA.

2 Dozen total Bridges - will standard slow orders
over bridges be in effect, who pays for the
first wreck?

Butter - central rural, open route - ideal

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Optional Personal Information:

Name	Richard Chamberlin
Address	17 Kachina Lane Port St. Lucie - FLORIDA
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

Train will disrupt lives, we live in Hope Sound very close to tracks and crossing. More trains will disrupt sleep and quality of life and may affect home values.

Would like Federal officials who are making decisions to ride the rails thru the treasure coast during the tourist season.

Railroad bridge in Stuart during a storm with wind and current does the boater or the train have preference?

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Optional Personal Information:

Name	David Todd
Address	8294 SE Lagoon Drive Hobe Sound FL 33455
email	Please provide your email address if you would like to receive notification when the FEIS is available capetey1@hotmail.com

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Comments:

We are apposed to this "supposed" Hi Speed Passenger train, and have reason to think it is not as presented. In the first place, I doubt that there is any need for 16 round trips (32) trains a day, passenger trains, that does not include 14 freight trains. We live on Indian River Drive, with tracks 50 feet away from our house. The noise, vibrations, and dirt alone would be enough to kill us. We cannot leave our home for any reason, without crossing the tracks, and that is very scary. We feel that this whole endeavor has been misrepresented to the public, and will soon be strictly freight carriers. There seems to be no consideration at all for area like mine, which will be totally devastated.

If you need additional space, please attach a second sheet to this page

We will not be able to stand the train traffic, and values on Indian River Drive are already dropping. What a nightmare

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Optional Personal Information:

Name	<i>Cathy Anguon</i>
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

- ✓ The large amount of bldg and business interests along the coastal communities have grown in the last 50 years since the rail line was built. This project will have a very negative effect in this area.
- I am an engineer and I would have planned the route down the middle of the state on the existing rail lines down the center of the state to WPB then south from there

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Comments:

THE ENVIRONMENTAL IMPACT ON THE SCRUB JAY
HAS BEEN STATED AS NON THREATENING.
THIS BIRD IS IN RAPID DECLINE AND
MAY SOON BECOME EXTINCT. THE MAJOR
EFFECT IS ON ITS ENVIRONMENT AND THE
TRAINS WILL RUN THROUGH JD STATE PARK
AND THE SAVANAS SP WHICH IS ON BOTH
SIDES OF THE TRACK. THIS WILL NOT HELP
THE SURVIVAL OF A SPECIES WHO IS IN
RAPID DECLINE AND IS ONLY PRESENT
IN THE STATE OF FLORIDA. THE BIRD IS
ONLY PRESENT IN MORE REMOTE AREAS
WHERE HUMAN INTERVENTION IS MINOR.
I THINK THE EXPANSION OF THE RAIL SERVICE
WILL HAVE A DETREMENTAL EFFECT ON THE
SPECIES

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Optional Personal Information:

Name	JOHN CARROLL
Address	3001 SE DARVEN RD PORT ST. LUCIE FL 34952
email	Please provide your email address if you would like to receive notification when the FEIS is available JNC1875@YAHOO.COM

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Comments:

THE PROPOSED AAF EXPANSION WILL CREATE A POORER ENVIRONMENT IN THE CITY OF PORT ST LUCIE. RAIL ROAD CROSSINGS WILL BE CUTTING OFF EMERGENCY SERVICE FOR OUR CITIZENS AND DELAYING MUCH NEEDED SERVICE. ADJUSTMENTS IN CROSSINGS, BRIDGES OR UNDERPASS WILL NEED TO BE BUILT TO IMPROVE SERVICE DELAYS CAUSED BY THE RAILROAD AT TAX PAYER EXPENSE. CROSSINGS WILL BECOME MORE DANGEROUS TO VEHICLE + PEDESTRIAN AND INJURIES AND LOSS OF LIFE WILL OCCUR WITH 36 TRAINS A DAY AT EACH ROADWAY. ELECTRICAL + MECHANICAL PROBLEMS WILL NEED MORE MAINTENANCE TO KEEP THE PUBLIC SAFE.

AN ALTERNATE ROUTE USING THE AMTRACK ROUTE IS POSSIBLE BUT MORE EXPENSIVE FOR AAF. THE TRAINS TRAVELLING THROUGH THE TREASURE COAST IS UNNECESSARY AND CAN BE ELIMINATED USING THE ALTERNATE ROUTE.

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Comments:

THE CURRENT 8 FREIGHT TRAINS A DAY WILL
INCREASE TO 20 A DAY. AT PRESENT THESE
TRAINS AVERAGE OVER A 100 CARS PER TRAIN
AND TRAVEL AT 20 TO 35 MPH THROUGH
OUR AREA. DELAYS IN MY OPINION WILL ONLY
INCREASE AND EXPAND AS THE NUMBER OF
FREIGHT CARS INCREASE FROM THE PORT OF MIAMI
OUR AREA WILL EXPERIENCE ADDITIONAL PROBLEMS
AT GRADE CROSSINGS AND DELAYS IN EMERGENCY
SERVICES. ADD IN 16 MORE PASSENGER TRAINS
AND WE HAVE A ACCIDENT WAITING TO HAPPEN.

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Comments:

The projected business plan I believe is skewed to favor AAF. I do not believe the projected riders are going to happen. No train for passengers is profitable. I just returned from China + the tour guide said they barely break even on their high speed technology. So this is really about freight! The CSX Corridor would not meet trip time requirements? Bypass land along Florida Turnpike or I-95 is too expensive? This is a long term investment for AAF. They are taking the least expensive way out at an obscene expense. I work in Vero Beach, Jensen Beach, Stuart and Port Salerno. The additional time at these intersections will be devastating especially for first responders. I use a boat on the St Lucie River - down time for an 800' + freight train is a negative impact!

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Optional Personal Information:

Name	DAVID CHARLSON
Address	3375 SE River Vista Dr Fort St Wndr FL 34922
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

THERE ARE ZERO STATION STOPS FROM
COCO TO WEST PALM BEACH RESULTING
IN ZERO SERVICE AND MAXIMUM INCONVENIENCE,
WITH 32 TRAINS PER DAY W/ 3-4 GRADE CROSSING
CLOSURES - IN ADDITION TO PLANNED INCREASE IN
FREIGHT TRAINS PER DAY - WILL CAUSE
ENORMOUS DELAYS TO THOSE WHO MUST
CROSS TRACKS EVERY TIME TRAVELING
FROM HOME INTO TOWN.

THIS IS AN INCREDIBLY ILL CONCEIVED
PLAN. - IT MUST NOT PROCEED.

If you need additional space, please attach a second sheet to this page

**All Aboard Florida Intercity Passenger Rail
Project**

Draft Environmental Impact Statement



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**Federal Railroad
Administration**

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Washington, DC 20590

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Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	RICHARD CARET
Address	5163 N. HIGHWAY 99A, APT. 618 FT. PIERCE, FL 34949-8219
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

This project if allowed to go to completion will destroy the quality of life on the Treasure Coast. It will cause congestion in towns and marina's, result in the downgrading of towns business activity thereby resulting in lost employment. Poor Access to hospitals and town centres will drive tourism away and cause medical emergency delays and result in noise and material pollution. Local communities will incur unnecessary cost due to having to provide upgraded crossing and the resulting maintenance of said crossings. Everyone in these communities is well aware that the "Passenger" aspect of this project is a smoke screen and that the whole intent is to accommodate a huge increase in freight traffic moving north from Miami for national distribution as a result of the Panama Canal widening. The obvious alternative is the rural CSX line but AAF does not own this line so it would not produce as much profitability for the parent group of Fortress Holdings. The wishes of the Population need to be heard. NO AAF!!

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Optional Personal Information:

Name	THOMAS ROBSON
Address	2442 S.E. PINERO RD FORT ST. LUCIE - FL. 34952
email	Please provide your email address if you would like to receive notification when the FEIS is available thomasrobson 2442 @ att.net.

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Comments:

As a resident of Port St. Lucie on the Treasure Coast I am adamantly opposed to this train ruining thru our community. There is absolutely no potential benefit to us. The impact is only negative -- noise, traffic stalls for vehicles and boats, extra time to reach hospitals, and impact on wildlife. We moved here for a good "quality of life" after coming down here from the noisy congestion of NY. This is a terrible intrusion into the Florida lifestyle!

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Comments:

Major concerns with:

- ① - train speed through highly populated Treasure Coast.
Including Stuart, Port St. Lucie & Ft Pierce
- ② - number of planned trips (32) daily and the impact
to traffic being stopped at crossings (first responder
impact is the major concern)
- ③ environmental impact to the Intercoastal waterway
and the Indian River lagoon & St Lucie River.

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Comments:

THIS PROJECT IS NOT ABOUT PASSENGERS: IT'S ABOUT RUNNING OF FREIGHT
THRU THE TREASURE COAST WITHOUT ANY REGARD FOR THE ENVIRONMENT,
PUBLIC SAFETY, ^{OR} ~~AND~~ THE PEOPLE WHO LIVE & WORK HERE, NOT TO MENTION
THE POLLUTION (NOISE) & EFFECTS ON REAL ESTATE & FISHING INDUSTRIES.
RUN & ENGINEERED BY A HEDGE FUND OUT OF NYC - WANTING TO USE
PUBLIC FUNDS & FACILITIES - THIS IS WRONG - ALL WRONG.
LEAVE THE FREIGHT ON THE SHIPS & SHIP TO JACKSONVILLE - PREFER
HARBOR & CHEAPER MODE OF FREIGHT TRANSPORT.
NOT A GOOD OR FAIR (JUST) IDEA!

Especially Hospital Transport (STARS) - WHAT ABOUT EMERGENCY
EVALUATIONS?

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Comments:

Expense for towns along the tracks will have to bear the costs for safety crossings and road repair with no added benefit to them - ONLY NOISE, SHAKING HOMES, Businesses, COST FOR SAFE CROSSINGS. SAFETY of the citizens will be in jeopardy with medical emergencies if someone has a heart attack and it doesn't coincide with a rail crossing opening - it could cause an unnecessary death. - tourist business to beaches - will have to have a schedule to get across the tracks to the ocean.

* Hurricane Season: people trying to get to their homes in town or on islands - to get their family - older + youngsters + then get off the island or over tracks to safely without being backed up for hours!!! I do NOT see any advantage of having so many passenger & freight trains going ^{down} the east coast - Miami - ORLANDO. Especially the long freight trains. Plus in Europe the trains are subsidized and the cost is a burden on the citizens. The boats going under the bridge in Stuart

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Large + small boats - No way - accidents waiting to happen
For the Bridge to open - then going down by 2

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Optional Personal Information:

Name	M. Gillen
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available emgillen@att.net

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Comments:

We are totally against this
enterprise. We also believe
this is a "done deal" and
you will NOT consider our
comments.

All of the "presentations" are
just a little too one-sided.
We believe that the "facts
and figures" used by AARF
are a result of dreaming
or outright dishonesty.

Dr. Jerome Schrader
ROBERT SCHRADER JR

PSL

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Comments:

Very little ongoing financial gain to anyone but the private enterprise forcing this upon us. Incomprehensible that so many residents along this route can be disregarded.

the noise and train traffic

This will disrupt our lives, our driving, and our ability to reach any place on "the other side of the tracks."

It will also damage our lands and our wildlife.

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Optional Personal Information:

Name	John Krivoshey FF
Address	4240 Gator Trace Ave Fort Pierce FL 34982
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

- PUBLIC MONEY SHOULD NOT BE USED TO SUPPORT THIS PROJECT.
IF PUBLIC MONEY IS USED, THE COLLATERAL SHOULD NOT BE JUST
THE RAILS & LAND THAT HAVE NO VALUE TO THE PUBLIC, RAIL CARS,
ENGINES, DEPOT REAL ESTATE, ETC SHOULD COMPRISE THE COLLATERAL.
 - NO STREET LEVEL CROSSINGS SHOULD BE ALLOWED; ALL CROSSINGS
SHOULD BE BY OVERPASSES AND UNDER PASSES.
 - QUIET ZONES FOR ALL STREET LEVEL CROSSINGS SHOULD BE
THE MINIMUM REQUIRED
 - THERE SHOULD BE AN AGREEMENT THAT NO INCREASED
FREIGHT TRAIN TRAFFIC WILL OCCUR AS A RESULT OF
HAVING THE SECOND SET OF RAILS IN PLACE.
 - AN ADDITIONAL RAIL OVERPASS BRIDGE SHOULD BE INSTALLED
IN STUART TO KEEP FROM FURTHER DOWNTIME FOR
BOAT TRAFFIC ON THE ST. LUKE RIVER.
 - THE TRACKS NOW RUN THROUGH CONSERVATION LANDS SUCH
AS THE SAVANAS & INCREASED FAST TRAINS WILL HAVE A
MEASURABLE NEGATIVE EFFECT ON THE WILDLIFE POPULATION
 - LET FEC USE THE EXISTING CSX TRACKS FOR THEIR NEEDS.
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Optional Personal Information:

Name	STEPHEN DALE
Address	7907 S. INDIAN RIVER DRIVE FT PIERCE, FL 34987
email	Please provide your email address if you would like to receive notification when the FEIS is available steve.dale@earthlink.net

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Comments:

AT THIS STAGE IN THE ROLL-OUT OF A CONSUMER
PRODUCT OR SERVICE, BASIC MARKETING LOGIC
WOULD DICTATE THAT POTENTIAL CUSTOMERS
BE PERSUADED OF THE VALUE OF THE PRODUCT
THROUGH: VISUALIZATIONS OF THE PRODUCT,
SHOWN IN USE, BEING ENJOYED BY THE
TARGET AUDIENCE, ALONG WITH A LIST OF
THE BENEFITS. INSTEAD, THE CITIZENS OF
OUR COMMUNITY ONLY KNOW ABOUT THE
NEGATIVE & DETRIMENTAL ASPECTS. WE DON'T
EVEN KNOW WHAT A TYPICAL TRAIN TRIP WILL COST
A COMMUTER — MUCH LESS WHAT KIND OF ROLLING
STOCK WILL BE USED. MOREOVER, ALL THE EIS STUDIES
FAIL TO ACCOUNT FOR THE HIGHLY NEGATIVE PROSPECT OF
HAVING A SIGNIFICANT FACTOR FOR DISASTER INTRODUCED
INTO THEIR COMMUNITIES. LET'S REVIEW: WATER POLLUTION,
RED TIDE, DRILLING FOR OIL ON THE COASTS, JOB LOSS, HURRICANES,
EXPLOSIVE HEALTH INS., AND NO REASONABLE UNDERWRITERS

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FOR HOME INS — — FLORIDA IS ON A ROLL!
AND NOW TRAINS
IN YOUR BACK YARD!

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Comments:

As a Resident of St Lucie County I AM OPPOSED to
ALL ABOARD FLA IDEA. WE GET NO BENEFIT AND WILL
BE SUBJECT TO THE DESTRUCTION OF OUR WAY OF
LIFE. TRAFFIC WILL BE IMPACTED; HOMES NEAR
THE TRACKS WILL SUFFER THE NOISE OF CONSTANT
TRAINS; HIGH SPEED TRAINS RUNNING THROUGH OUR
DOWNTOWN AREAS IS UNACCEPTABLE! TWO TRAINS
AN HOUR PLUS FREIGHT TRAINS IS EXCESSIVE.
RUN TRACKS OUT WEST THROUGH FARM COUNTRY
WHERE YOU WON'T BOTHER THE TOWNS - !

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Comments:

- Reason to stop AAF
1. loss of property values
 2. inability of rescue vehicles to cross tracks in a timely fashion
 3. Noise
 4. Pollution
 5. Safety at crossings
 6. No benefit to Treasure Coast
 7. Very few people use the existing rail to Orlando (Amtrak)
 8. loss of revenue from mainline industries
 9. The increased threat of terror attacks
 10. Disruption of peace & quiet and a way of life

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Optional Personal Information:

Name	William Angerame
Address	4477 S. Indian River Dr 34952 F.P.
email	Please provide your email address if you would like to receive notification when the FEIS is available tink1@comcast.net

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Comments:

① I cannot believe that there is a need for 32 trains a day to go between Miami and Orlando - 8 maybe, 32 NO!!!

② The impact these trains will have on our beautiful historic towns (especially downtown Stuart, Fort Pierce & Vero) is criminal! They're not needed, will impact us on many levels - noise, crossings, environment, etc., etc. is totally unnecessary!!!

We are a few people, battling a huge organization. Let's face it boys & girls, it all comes down to MONEY - the guy that pelt's up the most wins.

JUST DON'T DO IT!!!!

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Comments:

- I do not believe most of the metrics presented on the various story boards at the PortSt Lucie AAF meeting → Generally they depicted impact statements and responded to them in AAF's favor
- Boat traffic at the Saint Lucie River crossing was measured in DEC + JAN 2013, cold weather + seas over 4 ft keep many boaters off the water during those months. Poor sample
- Infrastructure costs are lowest on the route chosen because FFA is keeping cost down by not investing in bridges to cross water ways + safer crossings for surface roads.
- ~~The~~ Only^{the} unique railway between Wash DC + Boston makes a profit. Most in the world do not make a profit and are government subsidized - FFA will add another subsidized entity to the tax payer list

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Name	
Address	<i>St Lucie County, FL</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

Please place this railroad very far West of the present tracks. It will have less impact on the people, cities, wild life where you presently want to run this railroad. It will not be good for the boating community as well. We were dining at a local restaurant in Stuart and timed how long the railroad bridge was down before a train was scheduled to cross it. The bridge is old and would have to be replaced due to wear and tear on it due to more ~~closings~~ train crossings and we as tax payers don't need that added expense, plus all the aggravation it would bring.

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Name	Deborah Dale
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available debstevedale@comcast.net

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Comments:

① The crossing "gate down" time does not appear to address The time necessary to stop should an issue occur @ The crossing. E.g. SLE - approx 80 mph stop rate approx 2mph/SEC = 40 sec. If The gate is to be down for 50 seconds - This leaves only 10 seconds and approx 1150 feet of track before a potential fatality. Absent some significant technology @ each crossing this places a burden of attention on the operator that would be worse than driving I 95 @ The same speed.

② Our community does not need further isolation to exacerbate our financial decline. How can we "attract" business & tourism if there is no stop? We're still paying tolls for the TP so it will be a hard sell to say "maybe later."

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**All Aboard Florida Intercity Passenger Rail
Project**

Draft Environmental Impact Statement



U.S. Department
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**Federal Railroad
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Washington, DC 20590

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Optional Personal Information:

Name	JERRY C. BICKFORD
Address	5373 NW RUGBY DR PORT ST LUCIE FL 34983
email	Please provide your email address if you would like to receive notification when the FEIS is available jerry-bickford@yahoo.com

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Comments:

We are against AAF, stop locally or not;
these historic towns will be devastated with
the increased rail traffic and high speeds.

Trains do derail, freight cars do carry
toxic materials. Emergency hospital services
will be curtailed. Boat traffic will be halted.

There has not been a true environmental
report detailing the significance of increased
rail traffic for the Treasure Coast. Only the
statement that it will be negatively impacted.

There are no studies or projections for an
increase in population to support ridership
to Orlando/Miami. What is the real agenda??

Tracks away from the coast line seem
to have been ignored even though far more
sensible and environmentally conscious.

Again we are against AAF - completely

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Carol S. Brockhaus
Ralph H. Brockhaus

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Comments:

This project must be stopped. It is inexcusable to devalue the properties and disrupt the lives and livelihoods of hundreds of thousands for almost exclusively private gain.

Here are a few reasons this impact must not be allowed:

- 32 addtl trains daily, cutting off ready access at every crossing and bridge and causing countless delays.
- The noise, despite reassurances to the contrary, is an intrusion into our daily lives.
- There of course will be negative impact to wildlife, fish and lands adjacent to the tracks for the entire length of it.
- No evidence that projected ridership will materialize or be sustained.
- Alternative route with far less impact exists to the west. Have a look at that if you must.

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We DO NOT WANT ANY OF THIS.

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Optional Personal Information:

Name	Sue Quate
Address	4240 Gator Trace Ave Fort Pierce FL 34982
email	Please provide your email address if you would like to receive notification when the FEIS is available suequ8@gmail.com

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Comments:

My husband and I just spent
our life savings on a retirement
home in this peaceful, beautiful
area. One mile from these tracks!

The proposed train traffic will
bisect us from the beach,
from town, and will be
all we hear all day, every day.

Move it West.

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Comments:

*The Train will ruin our beautiful treasure
Coast. Move WEST!*

We will not be sacrificial lambs!

Sharilyn S. Suarez

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Comments:

I would like to see connections to
Daytona Beach. Cor Rosing Truck

Melbourne Airport.
Stop at either Fort Pierce or
Stuart. to connect to Disney
Land + also to get to Miami
Airport

The Airport or Connections are
very important as people to get from
one place to another. Unless stops
are not being made at these places
I do oppose to this High Speed
Train.

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Comments:

I have lived in Fort Pierce 57 years
this high speed is a detriment to our
peaceful and calming lifestyle. This
train 32 times a day stops
our lives, causing interruption from
living. An emergency vehicle is stopped,
people are endangered as they walk
at crossings. Stop this Train,
the people benefiting from will
realize large financial gains.
They don't have to live in a community
that stops them from living a
peaceful existence - They don't
have a High-Speed Train.

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Optional Personal Information:

Name	JANET Small
Address	117 S. Ind. Rte. NW Fort Pierce, FL 34982
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

30 year resident of Stuart - FL.

Concerned about ^① pedestrian safety in downtown Stuart. ^② City recently spent \$ upgrading landscaping, roads, medians, side walks that ~~would~~ would have to be redone. - Waste of taxpayer \$.

③ Time spent at closed traffic guards.

④ Traffic jams at " " " - especially Down town Stuart.

⑤ Trains must slow down so more time needed.

⑥ Loss of beautification in historic Down town Stuart.

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Comments:

I SEE A LOT OF PROMISE + PROPOSALS TO
QUIET THE RESISTANCE, BUT NO REAL ACCOUNTABILITY
IT SEEMS TO BE A HANDOUT TO FEC WITH NO
GUARANTEE OF RETURN TO THE PEOPLE WHO
WILL REALLY FOOT THE BILL FOR THE PROJECT,

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Michael T. Small

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Comments:

I think that the passenger Rail is not going to work, going through small communities along the Rail Line. The Environment impact Statement ~~doesn't~~ ^{the} mention the SAVANNAH Reserve state park. How are people to go walking in the state park if the Rail ~~property~~ ^{Line} is fenced? ~~How~~ Who is to collect all the dead animals ~~that~~ that will be killed at night from the new passenger Rail? This whole operation is something that should NOT happen. I live along the tracks and I can say that the tracks ~~are~~ are not properly maintained. I have walked the tracks for ~~most~~ most of my life. The rail that is there now must be markedly improved maintenance wise for them to even consider a fast commuter ~~train~~ ^(Bullet train) train. How is this train - fast train going to be a bullet train if it has to slow down for each RRR crossing? How is this Passenger Rail called an Intercity Passenger Rail if it is going through small coastal communities?

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Optional Personal Information:

Name	Michael T. Small
Address	117. S. Indian River Lane
email	Please provide your email address if you would like to receive notification when the FEIS is available msmall51@comcast.net

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Comments:

What is going to happen when the passenger rail fails because of ~~and~~ excessively low ^{Ridership?} ~~Ridership~~ we the tax payer are going to be left holding the bag! We are going to be left with two rails of freight, which the will be thunder down a rail line that is not properly maintained. These trains are good for freight and never have been profitable when they carry people!! Why are we being lied to by the All Aboard people? Why isn't the predicted ridership study in the public domain? We shouldn't we know the number of people that would have to ride the bullet train, "that has to slow for every RR crossing 400 some" for it to be profitable? What are they hiding? ~~The~~ All aboard Florida, knows that the ridership will not generate enough funds for the bullet train to be profitable! ~~There~~ Their long term goal is to have 2 rails of freight and we will be punished by FEC, because of it! This is not a good thing,

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Comments:

10 residents of the Treasure Coast this plan is an abomination. The FEC tracks bisect all of our communities. Emergency service centers such as hospitals can only be on one side of the tracks. Someone in an ambulance has a high likelihood of needing to cross the tracks to receive possibly life saving medical care. For the sake of our piece of mind, our lifestyle and our lives, this plan must be relocated. The Central part of our state is sparsely populated and impact on residential communities would be minimal. This plan must not be allowed to begin!

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David R. Wapner
541. River Rd
Seville, FL
34996

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Comments:

As a concerned South Florida resident I am absolutely heart broken over the intent to add a wastly over-promoted disaster to our way of life. If there was such a need then go along the turnpike away from the paradise we love. How about a quiet monorail between north and southbound lanes. Animals, plants and most of all people will suffer the consequences of a brutal assault on what peace and quiet we have.

Sharola Overton

sloverton@hotmail.com

Registered voter +

we'll keep complaining!
Or more

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Comments:

When Flagler built his railroad through downtown Jensen Beach, the only things disturbed were local merchants and pineapple fields. I'm sure the merchants were happy to have the railroad. However, that was 100 years ago. ^{Now} The center of town has many businesses that service tourists. I have seen the traffic congestion caused by the L-O-N-G freight trains. I am retired and in good health, but many of our friends are not. The Martin County Hospital is on the other side of the tracks for us. I also worry about the environmental impact on this ^{environmentally} sensitive + diverse area. The quality of life ^{along the Treasure Coast} will be sacrificed to the commerce delivered to the Port of Miami. This is a thoroughly ^{well} represented meeting platform of facts for the AAF side. However, I'm not buying it!!!

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Optional Personal Information:

Name	Mary J. CHAPLIN-Golio
Address	10725 S Ocean Dr. #424 Jensen Beach, FL 34957
email	Please provide your email address if you would like to receive notification when the FEIS is available mcgolio@yahoo.com

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Comments:

I oppose the project as it stands running on the East Coast through towns is not safe for residents. Many areas have single access routes in & out of housing areas, the trains ~~can~~ ^{will} increase with impact the time gates are down & access is not possible by emergency vehicles.

- Freight Impacts are not covered accurately in the DBIS Study. Freight speeds vs High Speed Rail speeds on the same corridor impacts safety
- Evacuation Routes will be impaired
- No additional jobs will be created along the treasure coast while property values will go down.
- Increased costs for maintaining double & duplicate track crossings that will need to be paid by taxpayers
- RRIF Loan is backed by taxpayers

- This Study was not conducted by an independent entity!

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* We need a DBIS Study conducted by a neutral outside party to fully determine impact.

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Optional Personal Information:

Name	Patricia Wagner
Address	3555 N. Old Dixie Ft Pierce, FL 34946
email	Please provide your email address if you would like to receive notification when the FEIS is available Luah19@yahoo.com

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Oppose

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Comments:

- I oppose the Proposed All Aboard Florida for several reasons:
1. Adds additional traffic at High Speed thru Residential Community - Divides our Community in 2
 2. Financial Impacts: local cost to upgrade crossings to Quite Zones
 3. Increase local cost for crossing maintenance
 4. Taxpayer liability for the Federal loan
 5. Historic - Oldest Home in St. Lucie County is located in our Area.
 6. First Residences constructed prior to Flagler building railroad
 7. Depreciation of property Value -
 8. Eventual decrease in tax revenue for Town.
 9. Currently we have 14 freight trains per day with increase to 20 by 2016 + 32 HAF = 52 trains a Day There will be a train every 20 minutes

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Optional Personal Information:

Name	INGRID VAN HEKKEIN
Address	304 Anchor Way St. Peter, FL 34946
email	Please provide your email address if you would like to receive notification when the FEIS is available Ingrid@A-1mortgage loans.com

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Comments:

The only way I could accept these trains would be if they could be relocated west of the towns where there would be little impact on safety, noise, cost, vibration, congestion, etc., etc., etc.! For those of us that live in Fort Pierce, we would have all the bad impact without being able to use the passenger trains! I would not be in favor of the trains even if they stopped on the Treasure Coast, but at least some people would be more accepting if that were the case. I cannot believe that you are able to do something like this when the great majority of people are against this! We live on North Hutchinson Island & travel back to the mainland almost every day & we sometimes have to wait for the lift bridge, but now we will also have to wait for the trains too! I am very much against this plan!

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Draft Environmental Impact Statement



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Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

- 4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	<i>Nancy Mikesch</i>
Address	<i>2014 Pierce</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

I have 3 concerns

- the number of runs daily + impact on environment (noise dust + wild life)

- cost to the tax payer if it is not successful + do not meet number of needed passengers.

- the fact that there is not going to be a station in Treasure Coast. if it goes through.

I think a new rail system should be inland by Rt 90 where it is less populated with more open space + less waterways that will be affected.

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Optional Personal Information:

Name	Judi Horton
Address	2115 S.E. wild meadow circle PSC
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

What a bunch of creative data manipulation!
The business Model stinks The impact will be so
negative to residential, environment, Municipal
infrastructure because it is too expensive to do
this the RIGHT Way.

There is NO evidence to support an interest in
ridership.

I looked at all the bologna displayed and cried!
I am a 36 year resident of the state of FL. A property
owner in St Lucie City. I have wanted Mass transit
for a long time. To use Henry Flaglers lines
through Coastal Florida IS WRONG. To add
insult to injury there is NO guarantee that there
will be riders OR profit

You are asking us to have our lives, peace, liberty
held hostage for tourists from DADE. This is so
wrong. The business model stinks the analysis is
so slanted. Something is humming in the background

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that this is being concealed, some ulterior motive

And! What about Hurricane washout to repair?

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Optional Personal Information:

Name	VICKI Gehlert
Address	1738 SW Broadway Lane Port St Lucie FL 34953-1621
email	Please provide your email address if you would like to receive notification when the FEIS is available gehlertv@bellsouth.net

V. Gentert 2022

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Comments:

beyond what is being presented. Our quality of life is in your hands if you allow this atrocity to be forced upon the residents of Florida for the convenience of a few and the undetermined but doubtful profitability.

There is only one profitable rail corridor in DC to NY/Conn. and the Density and Demographics support that.

FL Demographics do not support this configuration. It was too late when people figured out draining the Everglades was a bad idea. Do not allow this to move forward as planned. If they want to do this DO NOT USE the old Flagler routes through neighborhoods, business, and sensitive lands like Johnathan Dickinson & the Savanahs. Remember the Summerts!

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Optional Personal Information:

Name	Nicki Behlert
Address	1738 SW Broadway Lane PSL 34953-1621
email	Please provide your email address if you would like to receive notification when the FEIS is available gehlertr@bellsouth.net

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Comments:

I am against AAF.

The detrimental effects include:

- traffic congestion
- marine traffic congestion
- environmental (wildlife) effects
- noise

I am unaware of any long-term beneficial effects of AAF.

- All in all AAF will negatively affect the quality of life on the treasure coast with no redeeming benefits

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Comments:

- 1) Have train go in middle of state -
not on our beautiful shoreline /
- 2) Traffic backup will be terrible -
no matter how quickly they go through.
- 3) Do not understand when it goes
bankrupt, how receiving the collateral
of train equipment will help taxpayers.
- 4) Noise will be there no matter how
quiet you try to make it.
- 5) Martin Hospital for emergencies will
be greatly impacted,
No to this ever!

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Optional Personal Information:

Name	Duane & Sandra Mitchell
Address	2891 SE Buccaneer Cir Port St. Lucie, FL 34952
email	Please provide your email address if you would like to receive notification when the FEIS is available sjmitch999@gmail.com

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Comments:

Are you kidding me? The project overview states that a "screened alternative", the CSX Corridor, didn't meet trip time requirements. This so-called trip time requirement is to benefit how many people? On the other hand, how many people on the Treasure Coast will it inconvenience and endanger?

Under "Beneficial Effects" AAF's Project Overview states that our air quality will be improved because it would reduce vehicle miles driven by private cars. I submit that would be negated by vehicles stopped for additional train crossings, while vehicles are idling.

In short, this is a Boondoggle to be foisted on us (Treasure Coast Businesses and Residents) by AAF whose ultimate motive is not yet entirely clear.

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Optional Personal Information:

Name	<i>Mindy</i>
Address	<i>77. Pierce, FL 34949</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available <i>ginya@gmail.com</i>

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Comments:

Stop this nonsense in its tracks!
All the propaganda disseminated by
All Aboard Florida is just that: propaganda.
In reality, they are planning to usurp
the rights of so many for the benefit
of a few.
What happens when these passenger
trains prove to be unsuccessful? Will
they (AAF) then leave the tracks to freight
traffic and further increase noise, pollution,
longer waits at the crossings, and
more danger to Treasure Coast citizenry?

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Comments:

I strongly resent the fact that our government will allow AAF to trample on our rights. As it is now, I have to cross Train Tracks to exit Hutchinson Island and at least once more in going to my usual destinations in Vero Beach or Ft. Pierce. There is an alternative to the AAF trains running through populous areas on the Treasure Coast and they should be forced to use it.

Furthermore, how can our government, in good conscience, effectively assist AAF by allowing them to sell PABS, costing us lost tax revenue of \$500M?

All these trains will do for the Treasure Coast is add noise, pollution, danger at the crossings and inconvenience.
Please stop this nonsense.

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Optional Personal Information:

Name	Virginia
Address	N. Hutchinson Island, FL 34949
email	Please provide your email address if you would like to receive notification when the FEIS is available dcchartrand98@yahoo.com

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Comments:

Agree 100 % with concept
But The location must
Be moved west of I-95
in the Northern counties

- cost to local municipalities
- safety of crossings
- harm to the Savannahs
- loss of Right of ways to
cities in towns along route
- Loss of Commerce to commercial
vessels at Bridge crossings
- Bridge closings for pleasure boaters
- Absolutely NO Benefit to
anyone north of Palm Beach county

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Optional Personal Information:

Name	Victor Facenti
Address	PO Box 9378 PORT ST LUCIE FL 34985
email	Please provide your email address if you would like to receive notification when the FEIS is available PSL949@yahoo.com

Comments on the EIS regarding All Aboard Florida

Submitted by David Dale of 4701 S. Indian River Drive, Ft. Pierce, FL 34982

Among many others, a glaring shortcoming of the statement is in regard to the wildlife that will be adversely affected by the 32 additional passenger trains a day plus an unknown number of additional freight trains.

The tracks will pass through the North Sebastian Conservation area, the Savannas Preserve State Park, the Seabrook Preserve State Park, Jonathan Dickinson State Park and the Hobe Sound National Wildlife Refuge. These areas are home to many protected and endangered species of mammals, birds and reptiles and any wildlife biologist will tell you that vibration and noise will certainly interfere with their breeding habits.

All Aboard Florida may even be breaking Federal laws that protect those animals but that possibility was totally ignored.

The construction of a second set of tracks will be equally disruptive due to the heavy equipment needed and the large number of workers involved.

The EIS glossed over these considerations and in a ridiculous understatement said "effects to various environmental resources are unavoidable due to the proposed location".

The answer is simple: Choose another, more logical, location that does not run through wildlife refuges.

Another factor I take issue with is that AAF says they will pledge the tracks as collateral for a federal loan of taxpayer funds of the astounding amount of \$1.6 billion. Except to a railroad the tracks are valueless. The Federal Railroad Administration must insist that the rolling stock and the real estate where the new stations are to be built be the collateral. At least then, when AAF defaults, which is likely, we taxpayers have a chance of getting some of our money back.

On a personal note I have been taken to the emergency room and then hospitalized three times in the last five years. On November 5th, 2014 I spent 17 minutes, from 9:30 until 9:47AM stuck at the train crossing at Orange Avenue in downtown Ft. Pierce. Doctors say the first 15 minutes of an emergency are critical to the recovery of the patient.

With a minimum of 32 more trains a day my chances of not making it to the hospital in time are severely limited. That is frightening and another point that AAF downplays as having no significance. The implication that my life doesn't matter is insulting.

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Comments:

MY CONCERNS ARE:

- FINANCIAL VIABILITY OF ABF. WHAT IS THE PLAN IF ONLY 4000 PASSENGERS RIDE TRAIN DAILY. NO ANSWER FROM YOUR PEOPLE.
- CONDITION OF EXISTING TRACKS
- STRONGLY SUGGEST A WEST COAST ROUTE FOR TRACKS
- NO STATIONS IN STUART, PSL, FT. PIERCE AND VERO
- ST LUCIE RIVER MODEL IS NOT REALISTIC. SHOWS BOATS TRAVELING AT OPTIMUM SPEED. DOES NOT SHOW CURRENTLY AN IMPACT ON BOATS.
- THERE SHOULD BE NO TAXES TO SUPPORT PROJECT. DID NOT GET ANY FEEL THAT FED. GOV'T WOULD NOT BE INVOLVED.

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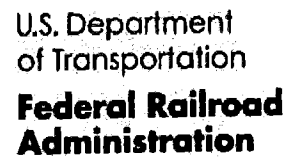
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Optional Personal Information:

Name	PAUL HORTON
Address	2115 S.E. WILD MEADOW CIRCLE PORT ST. LUCIE, FL 34952
email	Please provide your email address if you would like to receive notification when the FEIS is available RECLUSIVE6099@AOL.COM

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**Comments:**

I AM TOTALLY AGAINST US

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Comments:

THE DEIS DOES NOT REFLECT THE ACTUAL IMPACT
THAT OVER 50 CROSSINGS WILL HAVE ON DAILY LIFE
OF THOSE OF US WHO LIVE IN FT. PIERCE. OUR
QUALITY OF LIFE WILL DECREASE SIGNIFICANTLY WHILE
ALL ABOARD FLORIDA'S PROFITS WILL SOAR ALONG
WITH INCREASE REVENUES ON THE FREIGHT SIDE OF THE
BUSINESS.

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Comments:

- Exaggerated impact on waterways
- 1) Month of January had 16 boats out at all. Not representative month. We couldn't find boat out at all. Not representative month.
 - 2) Average boat traffic is uniform throughout day. Not just. Boats go out in morning & come back in evening. When there are storms, everyone comes at same time and there's no room to dock.
 - 3) I found the main bridge last time we were caught. The bridge was down 30 min before the train. There was a short train (5 min). It took 15 minutes to open & 40 minutes for one short train.
 - 4) Problem w/ 3 bridges in close proximity. We have a large boat. 2 large boats cannot pass at the same time & at wide speed it takes > 5 minutes for us to pass. There is no space to circle & wait between bridges.

5) We own a home on the N Fork of the St. Lucie. We bought it to keep our boats (3) behind the house. The value of our home is because we have ocean access. We pay high taxes for this. If we have difficulty reaching the ocean, our property value will go down & we will move away.

6) High speed trains in residential areas are dangerous

7) It will destroy all property values with ocean access

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So well as the new school Marina & Darren C. Palma.
8) We want to purchase a large boat but we are worried because we want a boat if all these

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Optional Personal Information:

Name	Susan Porterfield
Address	691 SE Newman Dr PSL FL 34984
email	Please provide your email address if you would like to receive notification when the FEIS is available sueporterfield@comcast.net

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Comments:

I do not believe the train would benefit the City of Port St. Lucie, even if service would be provided in the city.

I think due to all the concerns if the railroad wants to have service from Miami to Orlando it should find an alternative route so it does not impact the cities!

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Comments:

I AM Totally Against This project.
I see no Reason for more Rail Service
between Miami & Orlando. The current
one cannot support itself. Tax Payers
do not need an additional TAX burden
of supporting another guaranteed failure.
I do support the concept of high speed Rail. But
not when it cuts our town and cities from
basic services. - ~~for~~ many of our Town's
& cities will be split in half. Delays in
getting to fire ~~and~~ medical emergencies
occur enough now, imagine 3d more Trains
worse yet, when the Panama Canal improvements
are finished The volume of freight will
increase utilization further.
I vote
Florida Not on Board

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Washington, DC 20590

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Optional Personal Information:

Name	Thomas J. Regan
Address	20 Orange Ave 8th Ft Pierce FL 34950
email	Please provide your email address if you would like to receive notification when the FEIS is available Regan1939@gmail.com

An Architect's Thoughts on High Speed Rail – Part 1

When an architect designs a building, he/she meets with the client to determine their requirements. By law, an architect must design the safest, most efficient project which does no damage to neighboring properties.

Goals and Expectations are established and agreed upon by the client. The architect designs the project to meet or exceed the client's established Goals and Expectations.

Now, let's apply this approach to High Speed Rail (HSR) from Orlando to Miami.

Who is the client for HSR? The client should be the citizens of the United States.

What are the Goals and Expectations for HSR?

Goal 1. Fast as possible. HSR in Europe, Japan and China runs at 220 miles per hour. There is no reason that HSR should not run at 220 miles per hour in the United States.

Goal 2. Safe as possible. HSR should be designed with 100% grade separation at all crossings. This eliminates dangerous train conflict with cars and people. It also eliminates delays at crossings.

Goal 3. Orlando to Miami HSR should be part of a National HSR Running from Boston to Miami. A Boston to Miami HSR would have Major Stops in Boston, New York City, Washington, Charlotte, Atlanta, Orlando, and Miami. The alignment would follow I-95 to I-85 to I-75 to the Florida Turnpike.

Goal 4. HSR should enhance a Multi-Modal Approach by having the Major HSR Stops at Major Airports. This provides fast easy connections with Airlines and Local Rapid Transit.

Goal 5. HSR should do no damage to the environment through which it passes including damage to the Economy and Quality of Life.

These are reasonable and appropriate Goals and Expectations for HSR.

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Comments:

I do not support this project
Another failed Rail project is not needed
in our state. The current Rail connection
serving a Miami/Orlando connection was failed
miserably:

one that severs access of whole towns from
their medical services is unacceptable.
Please stop this project

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Optional Personal Information:

Name	<i>Donna Friedman</i>
Address	<i>20 Orange Ave PH5 At Rm, FL 34957</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available <i>DLF@TowerConsultants.com</i>



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Comments:

Boating access to the river and the ocean will be tremendously impacted by the delays caused by the lowering of the bridge.

This will affect the economy of St Lucie & Fort Pierce as boaters who have a choice will not come to the area.

The cost of boat fuel is a consideration and timing a transit through/under the bridge will be impossible. The grid lock the bridge lowering will cause will add to pollution of the water, increased cost in fuel & time for boaters.

Cutting off of the ^{towns} ~~coasts~~ from one side to the other is just so wrong on all levels.

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Comments:

1. I AM OPPOSED TO USING "ANY" TAXPAYER GARUNTEED
LOAN MONEY FOR ANY PRIVATE ENTERPRIZE.
2. I oppose USING TAXPAYER MONEY TO UPGRADE, OR
MAINTAIN CROSSINGS.
3. I oppose USING TAXPAYER MONEY FOR Mitigation
OF ENVIRONMENTAL effects.
4. I oppose USING TAXPAYER MONEY TO offset
losses for INSUFFICIENT passengers.
5. I believe this project is also a prelude
to increasing Freight Trains to further
Block city traffic.
6. To anyone that has TRAVELED to ANY
TREASURE COAST city AND seen how the TRAIN
Service WILL affect (split) the towns, this
IS TRAGIC.
7. High Speed RAIL THRU These SMALL cities,
OR ANY city, IS NOT A RATIONAL IDEA

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Optional Personal Information:

Name	<i>Don Williams</i>
Address	<i>107 SW N. DAVENPORT GR. P-5-C</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

8. If this project goes bankrupt, it is ~~at least~~ surely guaranteed to be mitigated in court for pennies to a dollar and a loss to taxpayers.
9. This train goes thru major traffic patterns that are already overloaded and jammed at traffic signals. Adding more trains to an ~~already~~ increasingly overloaded ~~problem~~ traffic system makes no sense.
10. To imply that areas are not environmentally impacted by the noise and vibration is patently false

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Optional Personal Information:

Name	<i>Don Williams</i>
Address	<i>107 SW N. Danville OR 97115</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

- Very concerned about the cost to taxpayers to fund the loan - already have difficulty taking care of our citizens - don't want to pay for trains that could fail - then we get stuck with the bill.
- Don't want to have to pay for the upgrades/maintenance of railroad crossings.
- The ↑ passenger & freight traffic through these communities will ~~also~~ destroy the way of life of these people & these communities - god forbid you have a medical emergency & have to wait for the train to pass.
- Don't think you will get the projected ridership - people want their cars - if they take a train from Miami to Orlando they will have to rent a car in Orlando to get around. Can't stop anywhere along the way.

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Comments:

- Will turn our small railroad-side communities into ghost towns. Who wants to live with that?
- If people really want to take trains - why is Tri-Rail not more successful?
- How will we sell our homes with the much railroad traffic?
- Make them go out west - the area is not developed & therefore will not disturb so many communities.

Very bad idea. I think we are being deceived by all aboard.

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Comments:

- 1) Concern is about the added time due to all the new passenger & freight traffic will have to emergency response. Lines on both sides of the tracks will be impacted by the delay, and the grid lock traffic. The golden hour of trauma is a matter of life and death. If the EMS can't get to the scene then can't get to the hospital as fast as they can lives will be lost.
- 2) Wild life will not be able to get out of the way of a high speed train. The increase in volume projected will kill more than double the amount of wildlife that is now killed. The baring tortois line in Savanna park and on the existing rail right of way. They will be crushed to death by the addition of another line.
3. The Indian River Lagoon is one of only seven in the world. The impact of additional construction near it will effect the sea life that depends on it for its survival.

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Comments:

My Wife & I have the opinion that if this BFT is started we would be a prisoner on Hutchinson Lake. With the amount of passenger trains along with the increased amount of more freight trains that ^{will} be added to the existing trains, for this reason alone we are against this ever starting. Thank You!

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Optional Personal Information:

Name	RICHARD STUART
Address	9419 S. OCEAN DR. JENSEN BEACH FL 34957
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

I'm very concerned about the railroad crossings -
I'm a senior citizen (Jensen Beach) all my medical facilities
are in Stuart, I would need to cross at least 2
R.R. crossings to get to them. Also access for Ambulances,
Police & other emergency vehicles.

Although we no longer are boating still have
friends that do and would be very much inconvenienced
at R.R. Bridge up in Stuart.

Certainly ~~we~~ would like to see the train go west.
Have they no consideration for the people in these
communities. (Jensen Beach Center of Town
Geneapple Festival just one of the events each
year. Tracks through the center.
Was a former resident of Ocean Breeze Park and knew of
3 people killed crossing the tracks.

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Comments: Any study that says boat traffic will not be effected is ^{WRONG}
As a boater on North Fork St. Lucie River we travel past

RR Bridge at Roosevelt Bridge. IF a train is coming the wait time is no less than 40 minutes. Sometimes 2 trains come back to back and the wait time is over 1 hour. With 52 trains a day There is NO WAY that boating on N+S Forks of St Lucie River will NOT be shut down for most of the day. The South Fork of the St. Lucie River is also the entrance to the Federal Intracoastal Waterway across the State of Florida. All Aboard Florida trains in addition to freight trains will virtually close the ICW across the state - How does a private company get to do this? must be a law to prevent this from happening. No boating on N+S fork of St. Lucie River will be a huge economic disaster for the area effecting property values - tax base for

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two counties and this will effect the whole State of Florida - Go West for All Aboard

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Comments:

THIS IS NOT A TO
GET PEOPLES TO COME TO THE
MEETINGS. THIS FORMAT IS
BAD NEWS.

THE TRAIN WILL DISRUPT LIVES
AND DESTROY OUR WAY OF LIFE
FOR NO GAIN. NO ONE WILL RIDE
THE TRAIN.

WASTE OF GOVERNMENT MONEY

STOP THE TRAIN

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Optional Personal Information:

Name	GIDE? GIERACH MAY
Address	4317 So Inl Riv Dr F. Ponce fl. 34982
email	Please provide your email address if you would like to receive notification when the FEIS is available NONE

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Comments:

I DONT SEE ANY BENEFIT TO ME AND MY FAMILY AT ALL
THIS IS JUST going TO DECREASE MY ALREADY DECREASED PROPERTY
VALUE. THE SOUND AND HORN NOISE going BY WILL MAKE MY
PROPERTY WORTHLESS COMPARED TO WHAT I OWN. I MAY AS WELL
BURN MY HOUSE DOWN AND WALK AWAY. BECAUSE I WILL
NEVER SEE ANY EQUITY. THAT AND THE FACT THAT THERE
ISNT EVEN going TO BE A BOARDING STATION NEAR MY CITY?
TOTALLY WORTHLESS! THANKS FOR NOTHING!

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Optional Personal Information:

Name	Joe Reilly
Address	5018 Hickory Dr Ft Pierce FL 34982
email	Please provide your email address if you would like to receive notification when the FEIS is available JReillyJr@LIVE.com

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Comments:

Major Concerns from an environmental —
social, biological and safety standpoint —
are access to health care facilities
without delay, protection of wildlife and
managing bridge openings and
schedules of trains to minimize impact
on bridge openings. This latter
mitigation should be MANDATED as
a Requirement for approval. Boating
is a Huge industry in Florida —
especially on the Treasure Coast
where we have the Saint Lucie River,
the Indian River and the Indian
River Lagoon. Economic impact on
the boating industry must be balanced
against any potential impact — None for the
Treasure Coast — of the rail service.
This project should be moved West of the
coastal cities & towns. A dollar spent on
a bad project is a dollar wasted.

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Optional Personal Information:

Name	Mike Montgomery
Address	205 NE Sagamore Ter. Port St. Lucie, FL 34983
email	Please provide your email address if you would like to receive notification when the FEIS is available mmontgomery2008@live.com

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Comments:

All Aboard FL is ruining the quiet
and upscale neighborhoods in St. Lucie
Cty., not to mention creating hazardous
situations re: St. Lucie River crossing
and in-town crossings, with 32 trains
coming & going each day. I am totally
against this venture.

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Comments:

I FEEL THAT THE PLANNED ROUTE OF "AAF" ALONG THE TREASURE COAST AND SPACE COAST WOULD NOT BE GOOD FOR THESE TWO URBAN AREAS. I THINK AAF SHOULD WORK OUT AN ARRANGEMENT WITH THE "CSX" RAILROAD TO GO NORTH WEST FROM WPB to INDIANTOWN, THAN OKEECHOBEE, AND THAN NORTH TO ORLANDO, FL. THIS WOULD GO THROUGH THE RUAL AREAS OF THE TREASURE COAST AND SOUTHEAST CENTRAL FLORIDA. THERE WOULD BE LESS RAIL CROSSINGS GOING THIS ROUTE. ALSO THE EFFECTS OF EMERGENCY ~~NEEDS~~ NEEDS, WOULD BE DELAYED FOR THE HEALTH AND SAFETY OF THOSE WHO WILL NEED TO CROSS THE TRACKS.

If you need additional space, please attach a second sheet to this page

**All Aboard Florida Intercity Passenger Rail
Project**

Draft Environmental Impact Statement



U.S. Department
of Transportation
**Federal Railroad
Administration**

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Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

- 4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	THOMAS S. LADOMIRAK
Address	2152 S.W. MADRUGA STREET PORT ST. LUCIE, FLORIDA 34953-2131
email	Please provide your email address if you would like to receive notification when the FEIS is available LADOMIRAKT@BELL SOUTH.NET

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Comments:

This train is an abomination. It will not benefit nearly as many people as it will hurt. It is noisy and cumbersome and is just a smoke screen for bigger things like freight. This will ruin our quality of life here in the Treasure Coast. If someone needs to travel from Orlando to Miami, then TAKE THE BUS. This project is senseless, needless and detrimental to the people who reside on the Treasure Coast. Please consider our lives as many of us have put our entire life's savings into our homes and expect to maintain our peaceful and quiet quality of life.

Thank You

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Optional Personal Information:

Name	Janice Mangano
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available Redpom@bellsouth.net

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Comments:

While it was a convenient location at the time it was built, the only one it's convenient for now is All Aboard FL & its investors. For those of us in the small towns we object to:

1. Liquefaction
2. Noise
3. Traffic
4. Repetitive vibration
5. Not being able to take advantage of riding the train from stops near us
6. Gaining profit at small towns' expense of the above 1-4
7. Safety: With the proximity of the tracks to populations, derailings or other dangers would catastrophically affect larger numbers of people & property than if tracks were laid west of the populated areas.

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8. Medical transports & personnel need every millisecond to save lives. The value of lives are not able to be compared to people's profits or conveniences.

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Optional Personal Information:

Name	Melanie & Tim Trewyn
Address	2208 River Branch Dr. Ft. Pierce, FL 34981
email	Please provide your email address if you would like to receive notification when the FEIS is available MelanieTim@aol.com Ttrewyn@comcast.net

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Comments:

The Environmental Impact study was not done by a outside agency but by a paid representative of All Aboard FL. — this is not an unbiased report & does not reflect the true concerns that need to be addressed.

The meetings should have been organized in a different format (question & answer) with more much more detailed information provided.

Beyond West Palm Beach there is no benefit to this project for Treasure Coast residents. ~~except~~ It appears that All Aboard FL does not care about the safety ~~aspect~~ aspect of a ~~single~~ multiple old marine bridges in our area or the impact of the same bridges constantly opening & closing. Property values will significantly deteriorate being so close to the railroad tracks — it appears to be of no concern to AAF.

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Name	
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available <i>cmtdwf@bellsouth.net</i>

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Comments:

If the purpose of "All Aboard Fla." is
to move people/visitors from point A
to point B - I living on the Treasure
Coast don't see any benefit to
those of us living here.

No Benefit to locals!

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Optional Personal Information:

Name	PAT La Balbo
Address	8390 Delphinium Ct. PSK FL 34952-3382
email	Please provide your email address if you would like to receive notification when the FEIS is available pellbee@hotmail.com

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Comments:

I BELIEVE AAF IS A MISREPRESENTATION OF ITS TRUE PURPOSE. IT WILL NEVER BE A HIGH-SPEED RAIL SYSTEM (GOING THROUGH THE SMALL COASTAL TOWNS) THE \$1.5 BIL. FROM THE GOVERNMENT WAS FOR HIGH-SPEED WHICH FLORIDA COULD USE.

THIS WILL SURELY BENEFIT FEC AND THEIR FUTURE FREIGHT OPERATIONS. THAT ISN'T A TERRIBLE THING. HOWEVER THAT \$1.5 BIL WAS FOR TRUE HIGH SPEED RAIL TRAVEL, FOR PASSENGERS. ORLANDO TO MIAMI IN 2 HOURS, THAT WOULD BE HIGH SPEED. BUT NOW I FEEL FLORIDA WILL NEVER SEE THAT. FLORIDA WILL NOT BENEFIT FROM AAF (AT LEAST THE PUBLIC) AND ITS RESIDENTS. FEC AR WILL OF COURSE BENEFIT.

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DANIEL BALDWIN
PORT ST. LUCIE, FL
RESIDENT

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Optional Personal Information:

Name	DANIEL BALDWIN
Address	1815 SE ADAIR ST. PORT ST. LUCIE, FL 34952
email	Please provide your email address if you would like to receive notification when the FEIS is available DANIELBALDWIN@HOTMAIL.COM

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Comments:

WASTE OF TIME COMING - ONE
REP TOLD THREE PEOPLE THREE
DIFFERENT STORIES
WE HAVE A WELL & NO CITY WATER
SO WE ARE AT MERCY OF SAVANAS.
WE HAVE BOBCATS, TURTLES, HOGS, SAND
HILL CRANE - WHO WILL BE WATCHING
FOR THEM - SEVERAL HOUSE BUILT UP
AGAINST TRACKS - THEY HAVE SMALL
CHILDREN - I AM WORRIED ABOUT
ECONOMIC IMPACT, QUALITY OF LIFE,
NOISE + EMERGENCY VEHICLE GETTING
THROUGH - YOU WILL DESTROY THE
SMALL TOWN AND BUSINESSES.
~~WE~~ SOME OF YOUR REPS WERE
RUDE AND OTHERS DID NOT KNOW
ANSWERS.

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Optional Personal Information:

Name	KIM FARRELL
Address	12069 INDIAN RIVER DR JENSEN BEACH 34957
email	Please provide your email address if you would like to receive notification when the FEIS is available KIMFARRELLFL@YAHOO.COM

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Comments:

This will kill the Treasure Coast Communities
of Vero Beach, Ft. Pierce, Stuart, Hobe Sound
Divides These communities -

Put new tracks West of the
Coastal developed Areas!

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Comments:

I QUESTION THE FINANCIAL VIABILITY
OF THIS PROJECT. AMERK NOW RUNS
PASSENGER SERVICE (NOT IDENTICAL, BUT
CLOSE) AND LOSES MONEY ON IT. I
UNDERSTAND THE PRELIMINARY FACTOR TALKED
OF, BUT QUESTION THE LONG TERM
FINANCIALS OF RUNNING THIS SERVICE.
AS WITH ANY BUSINESS, IF THIS
DOES NOT PROVE FINANCIALLY REWARDING,
WHAT ALTERNATIVE WILL BE USED?
ONE LAST QUESTION: HOW LONG BEFORE
A FINANCIAL DECISION IS PROVISIONED
AS TO WHETHER THIS IS FINANCIALLY
SOUND OR IS A CHANGE REQUIRED?

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Comments:

I see this project as ill conceived
and serves only a very small # of
people compared to the damage.
Who is going to ride these trains?
Do you honestly think your ridership
will justify 32 trains a day?
Where will these people/riders come from?
Who will pay when it fails? Taxpayers?

This project offers NOTHING to the
area + its population from WFB to
Orlando. We will suffer the noise,
pollution, inconvenience 32 times a
day - for what?

Build a monorail along I 95 on
the turnpike.

If you need additional space, please attach a second sheet to this page

Spare the Treasure Coast this affront
Marie Elaine McCartney, PSD, FL 34952

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Comments:

No!

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Optional Personal Information:

Name	STEPHANIE NEVES
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available HANNAH.N@aol.com

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Comments:

This train system will ruin the culture, beauty, and the pleasure of enjoying our wonderful small town of Stuart and Jensen Beach.

Can you imagine having to dine in our outdoor restaurants? I can't.

I am so stressed out about this tragedy happening to our beautiful area. The Boating will be affected, Everything Stuart will be affected. I could just cry.

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Comments:

- ① THIS IS A PRIVATE- FOR PROFIT ENTERPRISE. I DO NOT BELIEVE THE GOVERNMENT, ON ANY LEVEL, SHOULD BE FORCED TO INVEST OR INSURE ANY MONEY WHATSOEVER, IF THIS PROVES TO BE AS PROFITABLE AS THE PROPOSERS FEEL IT WILL BE LET THEM ABSORB ALL OF THE RISKS THEMSELVES
- ② ONLY RAILROAD EMPLOYEES WILL BE EMPLOYED TO WORK ON THE RAILS. THIS IS OBVIOUSLY TO PREVENT IMPROPER ASSEMBLY, ETC., SO 10,000 JOBS? NOT LOCALLY.
- ③ THIS PROJECT WILL DO NOTHING TO IMPROVE MY COMMUNITY (PORT SAINT LUCIE) I WILL NEVER USE THIS SYSTEM EVEN IF THERE IS A LOCAL STATION BUILT NEARBY
- ④ TRAFFIC CONGESTION IS BAD ENOUGH ON US 1

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Comments:

YOU ANSWERED MY QUESTIONS EXCEPT
1 FENCING ALONG THE RIGHT OF WAY
WE ARE WORRIED ABOUT THE CHILDREN
LIVING NEXT TO THE RIGHT OF WAY

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Optional Personal Information:

Name	GLENN HOWARD
Address	8237 S. INDIAN DR FT. PILAR FL.
email	Please provide your email address if you would like to receive notification when the FEIS is available CPLGGAR@HOTMAIL.COM

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Comments:

1. Boating on St. Lucie River in Stuart will be greatly impacted due to railroad bridge closings. Trips to Stuart township will be difficult. Businesses in Stuart will be impacted because of this. Fishing through the river will also be hampered. Right now bridge closing cause at least a 20 minute delay in getting from end to the ~~river~~ in St. Lucie River.
2. Why does ABC TV or Scripps's news not have any coverage of Florida-allo-aboard? Does Disney leave a portion any of this?
3. Stuart stands to lose hundreds of parking spaces if tracks are expanded there. again a huge impact to small business.
4. Have any private studies been made that support AAF claim of number of passengers that will travel between Orlando and Miami. Also impact on auto travel.

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Optional Personal Information:

Name	Fred Wellman's
Address	625 NW North River Dr Stuart, FL 34954
email	Please provide your email address if you would like to receive notification when the FEIS is available bshunke320@comcast.net

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Comments:

IN Port St. Lucie & VERO BEACH THERE ARE NO UNDERPASSES OR OVERPASSES TO CROSS THE R.R. LINES AND THEREFORE THERE WILL BE SUBSTANTIAL DELAYS FOR EMERGENCY VEHICLES NEEDING EMERGENCY ACCESS (FROM WEST TO EAST) GETTING TO THE HOSPITAL (IN VERO).

IF STAGE II WERE TO BE APPROVED IT SHOULD NOT BE ALLOWED ALONG THE PROPOSED ROUTE, BUT TAKEN WEST ALONG THE TURNPIKE.

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Optional Personal Information:

Name	NORMAN PAYNE
Address	2279 S.E. BLOSSOM RD. P.S.L. FLORIDA 34952 ALSO OWN A HOME IN VERO BEACH 1625-29TH AVE. V.B. 32960
email	Please provide your email address if you would like to receive notification when the FEIS is available t12me@ATT.NET

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement



U.S. Department
of Transportation
**Federal Railroad
Administration**

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Comments:

Simulation for the St. Lucie River Train
bridge shows vessel traffic moving east-west
thru the bridge simultaneously. This rarely happens.

At a minimum there needs to be a
full time bridge tender to stage vessel
movement for safe passage.

(Marine Industries)
We would fully support a western
corridor for this project.

Currently there is no emergency evacuation
plan for boaters in coordination with
the railroad for the St. Lucie River

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Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

- 4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	April S. Price
Address	807 SE Starflower Ave Pt. St. Lucie, FL 34983
email	Please provide your email address if you would like to receive notification when the FEIS is available apriceassad@aol.com

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Comments:

20 years living in Stuart FL. The impact of this Rail Project would be a very negative factor on the county. The Expansion of 2 rail lines through Downtown Stuart and the rest of the county would have a very negative impact on the commerce and flow of traffic in our county. The demand for passenger rail service is not going to support the trains and will simply become an expansion of the freight lines. The refusal to consider a western route for the train line due to cost is a reason the project will not be profitable.

If you need additional space, please attach a second sheet to this page

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1. The EIS should be submitted to the Federal Environmental Protection Agency for review and analysis. Indian River County has environmentally protected gopher tortoises and scrub jays whose environment is in the vicinity of the railroad tracks in certain areas. These need to be protected. Also, there was a significant Archaeological dig, the Vero Man, which must be sequestered from any type of activity which would violate this site.

2. Public Safety Concern: The statistics for crossing fatalities in Florida for the period 2000 to 2010: the state had 2867 miles of track and 173 fatalities. Florida East Coast (FEC), parent company of AAF, had 351 miles of track (12%) and 50 fatalities (29%).

Comparison of FEC to ACELA: FEC track has 95% grade crossing; ACELA has 98% bridge crossings. Adding 32 trains with 353 crossings in 195 miles in urban areas triples the opportunity for crossing accidents.

Comparison with ACELA'S lack of crossings: ACELA has experienced only ONE crossing accident with 3 fatalities and only 3 total crossing accidents in their entire history. In the past 15 years, ACELA has had 3 crossing deaths vs. 71 deaths on the FEC. FEC has 24 times a greater fatality rate than ACELA before adding 32 trains.

3. APPLICATION OF ABOVE PUBLIC SAFETY CONCERNS TO MY OWN SITUATION: MY HUSBAND AND I LIVE ON AN ISLAND IN THE INDIAN RIVER LAGOON BETWEEN THE BARRIER ISLAND ON THE EAST AND US1 TO THE WEST. TO EXIT THIS AREA WE USE RT.510, THE ONLY ROAD WHICH CONNECTS OUR ISLAND AND THE BARRIER ISLAND TO THE MAINLAND. DURING THE PEAK POPULATION TIMES THROUGHOUT THE WINTER MONTHS, TRAFFIC CAN BECOME CONGESTED. HOWEVER, AS WE APPROACH US 1, IT IS IMPERATIVE TO KEEP THE INTERSECTION CLEAR OF CONGESTION IN ORDER TO MOVE THE TRAFFIC OFF THE ISLANDS. THE US1 NORTH AND SOUTH ROADS AND RT. 510 EAST AND WEST ROADS FEED INTO THIS MAJOR INTERSECTION. COUNTY RECORDS ALSO REVEAL THAT THERE HAVE BEEN MANY ACCIDENTS AT THIS LOCATION AS THERE ARE 2 MAJOR PHARMACIES LOCATED ON 2 DIAGONAL CORNERS FEEDING ADDITIONAL TRAFFIC TO THE AREA. THERE IS APPROXIMATELY 500 FEET BETWEEN THE RAILROAD TRACKS AND THE INTERSECTION TO ACCOMMODATE TRAFFIC PARKED WHILE THE TRAIN IS CROSSING. ALSO, THE ONLY FIRE RESCUE/AMBULANCE SERVICE FOR THIS ENTIRE AREA IS LOCATED ON RT. 510 ON THE BARRIER ISLAND. ANY EMERGENCY NEED TO TRANSPORT A PATIENT TO THE ONLY 2 HOSPITALS LOCATED ON THE MAINLAND MUST USE THIS ROUTE. THIS IS ALSO THE ONLY EVACUATION ROUTE.

Sheila Clancy

300 Cathedral Oaks Dr.

Vero Beach, Fl. 32963

772 388-1463

Nov. 4, 2014

QUESTIONS ABOUT EIS FOR AAF SEPT 2014

1. No where can I find in the EIS showing the results of : " Buildings where Rayleigh waves would cause structural damage." As just using the term "vibrations" does not cover everything accredited to all vibrations in a whole. No where in the EIS does it address the Rayleigh/Love waves. Why? Explain.
2. What geographical land type was used in the study to determine the impact of the vibrations/Rayleigh/Love waves from the trains passing by?
3. Where there any distinctions made on the type, age and conditions of the structures in close proximity to the train tracks? And if so, what?
4. In the Summary of the EIS it states(page S-18)," The Project would have no direct or indirect effects (noise, vibration or change in setting) to the historic resources located adjacent to the N-S Corridor. " This is NOT AT ALL the case, there is historic properties directly adjacent to the N-S Corridor in Indian River County alone not to mention the other counties along the Treasure coast that will be affected.

What if any will be done to mitigate these issues with the areas that will be impacted by the vibrations/Rayleigh/Love waves from the High-Speed trains and increased freight train traffic?

In Rayleigh surface waves the particle motion has both horizontal and vertical components. No where is this discussed in the EIS. The problem to find out a low-cost method to install barrier walls against train-induced ground vibrations has been under investigation. The purpose is to isolate buildings from the traveling Rayleigh surface waves. This usually happens when the soil consists of soft layers of clay. Such places are locating very often in coastal places, where the soil originates from the sea bottom sediments or erosion sludge conveyed by rivers. One promising work method is sheet-piling, in which case the barrier has to be composed of sheet-pile wall with soft isolation layer at its building side. The purpose of the wall is to reduce the amount of soil masses to be removed and also to support the isolation layer. Isolation material could be air cushion or granular material like artificial gravel. The installation work can be carried out by computer controlled boom system, which allows drive the pile wall in prescribed inclination angle. The boom is equipped with an integrated gripper-driver unit and may belong to an excavator with track wheels or it may be mounted on a customized wagon. By changing cyclically the bucket and sheet piler, the work process can run in piling-digging-layering-filling phases semi-automatically, where the operator assists changes from one internally automatic task to a next one.

5. In all of the material it shows that the trains will be traveling at a distance of 50 feet from structures, this is not the case in most cities along the Treasure coast. In Figure 4.2.2-4 the AAF EIS shows Locomotive Powered Passenger or Freight trains traveling at 50 mph. However, with existing speeds of the freight trains that travel along the N-S Corridor at 54.2 mph, no where does it show what the impact of the High-Speed train traveling at 103.34 mph through Indian River County, 93.38 mph in St. Lucie Co. and 76.96 mph in Martin Co. Why? Explain.



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Optional Personal Information:

Name	Melinda Meikle
Address	1612 W Camino del Rio Uno Beach, FL 33463
email	Please provide your email address if you would like to receive notification when the FEIS is available SSun22@aol.net

attached
#1 Ridership + Revenue
#2 Time Savings

Stop trains due to
faulty Data + Low
Ridership

All Aboard Florida Public Comment
November 5, 2014
Indian River College

Submitted by Melinda Meikle - Ssun22@att.net
772-492-6754 - Vero Beach, Florida

Comments that Require Major Consideration to STOP RIFF Loan and Turn Down DEIS as being unacceptable, inaccurate and misleading lies.

Note: The required 110 decibels is 16 times louder than the average pain threshold. Noise Issues will create huge liabilities for All Aboard Florida

Train Horns and Noise Abatement Can Cause Permanent Hearing Loss in Vero Beach:

Nathan-AirChime is a long-time supplier of train horns in America and approved by FRA standards. All they require all train horns to blast at 96-110 decibels for residential, commercial and industrial.

Nathan Airhorn Disclaimers that accompany all horns warn:

Train horns Must be used at a distance of 100 feet to avoid damage.

Proper hearing protection must be worn when using this Airhorn or permanent damage may result.

Never operate this produce close to pedestrians.

Nathan Airhorn KSLA-AIR HORNS (company says this type will be used for HSR) **DISCLAIMERS ON ALL TRAIN HORNS: HEARING PROTECTION REQUIRED**

Vero Beach Florida Code Enforcement Code: Section 38-61:

"It shall be unlawful for any person to make, continue, or cause to be made or continued in excess, unnecessary or unreasonably loud noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitivity."

All Aboard Florida has 353 crossings x 32 crossings day = 11,296 x 4 blasts = 45, 184 day Vero Beach has 31 crossings x 32 times a day = 992 Toots x 4 blasts = **4,000 Toots Day**

Vero Beach Codes have exempted warning signals even though we'll people close to tracks and crossings will hear 4,000 blasts daily, at minimum, seriously harmful to citizens and **POSES HUGE LIABILITIES**

Draft Environmental Impact Statement, "Affected Environment and Environmental Consequences, Pages 4-4 and 4-5, Table 4 For Indian River County

"Summary of Impact Contour Distances for North-South Corridor Indian River = "Category 2 Moderate Impact at 600 feet and Severe Impact at 75 feet." Refer to Noise Source Authorities and Their Effects:

<https://www.chem.purdue.edu.chemsafety/Training/PPETtrain/dblevels.htm>

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Optional Personal Information:

Name	Melinda Meikle
Address	1612 W Camino del Rio Umo Beach, FL 32963
email	Please provide your email address if you would like to receive notification when the FEIS is available SSun22@atl.net

Umo Beach Area Code
Section 38-61

attached

Train Horns &
Noise Abatement
Horn warnings for
Permanent Loss
at required → 96-110dB

All Aboard Florida Public Comment
November 5, 2014 - Indian River College

Submitted by Melinda Meikle - Ssun22@att.net
772-492-6754 - Vero Beach, Florida

RIDERSHIP AND REVENUE REPORTS ON EIS – Request FRA to DENY RIFF Loan & DENY EIS Draft
The DEIS is incomplete, faulty and misleading data, ticket prices hidden, AAF sued to have ridership/ticket prices hidden to prevent company profitability projections, Lack of Viable and valid Business Plan, Unrealistic ridership data on Pages 2-4 and Table 1 below.

AAF RIDERSHIP AND REVENUE STUDY - Summary Report: Different Numbers Reveal Extremely Contradictory Numbers and Shows Failure to Achieve Financial Success
Refer to: EIS Study Pages 2-4, Table 1: Ridership and Profitable Revenue for 2019

ANALYSIS PER EIS REPORT – Low Ridership Numbers of 37% to 2019
Table 1, Pg 4 Below chart says: "4.01 Million in 2019, volume of riders 11,000 per day."
Misleading as Only Numbers to Use are Base Case, Long Distance (Orlando/Miami)
Ridership = 1,526,300 Passengers Annually Compare with their claim of 4.1 Million Annual
Ridership = Very Low Ridership in 2019 of = 37% HUGE OPERATIONAL LOSS

Note Analysis Points: Only "Long Distance" Applies here for Orlando to Miami and short term trains are already in service and not part of AAF HSR Long Distance Analysis. "Business Plan Case" on chart can't be used as that pertains to future expansion.
"Base Case" ridership numbers are only ones to consider ridership to 2019 – 1,526,300.

ANALYSIS AAF CAPACITY CLAIMS PER EIS REPORT: Only 3.25% ridership by 2019
Rusty Roberts of AFF repeatedly verified: 10 trains, 400 passengers each, 32 times per day = 128,000 = 47 million Annual Seat Capacity
Contradiction: EIS Table 1, Page 4 Shows 1,526,300 "Long Haul" Riders Annually (separated from city) compared to AAF Train Capacity per Rusty Roberts of 47 Million = 3.25% tickets per capacity

Both Above Scenarios Create Huge Ridership Discrepancy and Operational Losses
Chart Numbers Show 37% Passengers to Capacity, AAF Claim's show 3.25% Passengers to Capacity –
BOTH HUGE OPERATIN LOSSES – RIFF Loans and Bond Issues won't be pack back!
25-50% Time Savings in EIS is not accurate compared to Mr. Roberts 30 Minutes HSR Time Savings!

TIME SAVINGS LIES: Ridership and Revenue Study Summary
Page Two: AAF says "No Comparable Service" "AAF can provide travel time savings of 25% to 50% when compared to existing surface modes (auto) ... Mr. Roberts has presented train to car savings of half-an hour since day one! (Verify on MapQuest Orlando/Miami Car Trip 3 Hours and 35 minutes)

DEIS "Time Savings" of 25-50% Aren't Possible and False!

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"North Sebastian Conservation Area" in Sebastian (Indian River Co.) ~~sits~~ ^{abuts} the railroad track for approx 1 mile. Scrub-jays, Gopher Tortoises + other wildlife regularly cross the tracks. The Scrub jays are afraid of train horns + leave their acorn food source when they hear a train coming. This Conservation Area was set up specifically for Scrub Jays + is one of the few areas in the State where they are increasing! The train track construction + additional trains will be devastating to the Scrub Jays, Gopher Tortoises + other wildlife here. There is also a wetland here along the tracks. Also Scrub Jays live along the tracks in Micco, FL (Brevard Co.)

Jane Schnee
SUNWRENT@aol.com
Sebastian, FL

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P.S. I monitor Scrub Jays in Indian River Co.

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Optional Personal Information:

Name	Jane Schuel
Address	1022 Foster Rd - Apt A Sebastian, FL 32958
email	Please provide your email address if you would like to receive notification when the FEIS is available SUNWRENT@aol.com

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Comments:

THE ENVIRONMENTAL IMPACT STATEMENT
SHOULD BE AN INDEPENDANT CONTRACTOR,
NOT AFFILIATED WITH EITHER THE
FEDERAL RAILROAD ADMINISTRATION OR
THE ALL ABOARD FLORIDA

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Optional Personal Information:

Name	CLAUDE SMITH
Address	6200 99TH ST SEBASTION FL. 32958
email	Please provide your email address if you would like to receive notification when the FEIS is available 423 JAN @ G MAIL .COM

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After speaking with representatives it
appears noise levels with regard to
water amplification needs to be studied
and evaluated.

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Comments:

I believe the project will be a great addition to the community. Allowing a much easier, safer and easier means of travel will be such an improvement. Many things can be impacted by this including easier access to jobs in areas one would normally not drive to.

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Comments:

THE AAF PROJECT IS ONE
OF THE BEST THINGS I HAVE
EVER SEEN IN PASSENGER RAIL
IMPROVEMENT & INFRASTRUCTURE.
AAF WILL PROVIDE IMPROVEMENT
IN SAFETY, QUALITY OF LIFE,
ENVIRONMENT AND INFRASTRUCTURE
FOR FLORIDA, THE TREASURE COAST,
INDIAN RIVER COUNTY & VERO BEACH, FL.
I WISH US DOT, FRA AND ALL
PARTIES INVOLVED THE VERY BEST
IN BRINGING AAF, THE PROPOSED
ROUTE AND HIGH-SPEED INTERCITY
PASSENGER RAIL TO REALITY.
THANK YOU FOR YOUR EFFORTS.
KEITH D. KITE

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Optional Personal Information:

Name	Keith D. Kite
Address	2055 US HIGHWAY 1 VERO BEACH, FL 32960
email	Please provide your email address if you would like to receive notification when the FEIS is available Keith@Ki KeithKite@gmail.com

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Comments:

100% For Passenger Service
AAF has investigated & researched
everything need to build the RR—

Proud to see someone in the USA
to take on this challenge & make
this adventure a success!

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Optional Personal Information:

Name	Jimmy L. Neece
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available jneece@home@gmail.com



LOCATIONS:

- Atlanta, GA
- Daytona Beach, FL
- Fort Myers, FL
- Fort Pierce, FL
- Gainesville, FL
- Jacksonville, FL
- Miami, FL
- Ocala, FL
- Orlando, FL
- Palm Coast, FL
- Panama City, FL
- Pensacola, FL
- Rockledge, FL
- Sarasota, FL
- Tampa, FL
- Tifton, GA
- West Palm Beach, FL

October 24, 2014

Eric Claussen
Vice President – Design & Construction
All Aboard Florida
2855 Le Jeune Road, 4th Floor
Coral Gables, FL 33134

Reference: All Aboard Florida – Letter of Support

Dear Mr. Claussen:

Universal Engineering Sciences, Inc. (UES) is proud to express our support for All Aboard Florida (AAF), the privately financed rail project linking the international city of Miami to the state's largest tourist destination, the city of Orlando.

This infrastructure project will provide an alternative transportation mode for our state. It is reported, that this year Florida will surpass New York in population to become the third-largest state in the country. With the increase in population, comes an increase in the number of cars on our streets and highways. AAF will locally link the Florida cities of Miami, Fort Lauderdale, and West Palm Beach, with the Space Coast and Orlando, providing Floridians and tourists with a transportation alternative to driving. This will be a valuable investment in meeting the future transportation and infrastructure needs of our state.


AAF, a privately financed infrastructure project, will provide an economic stimulus to the state. Jobs will be generated during construction of the double tracking and the construction of the first three stations located in Miami, Fort Lauderdale, and West Palm Beach. When completed, the rail system will provide economic stimulus, by providing our tourists a transportation option with the mobility to travel between these areas. In addition, the project will reduce congestion and roadways and enhance the quality of life in Florida.

Looking ahead, this infrastructure project will contribute to the long-term solutions to our future transportation needs. We wholeheartedly support All Aboard Florida and what it will mean to Florida.

Respectfully submitted,
UNIVERSAL ENGINEERING SCIENCES, INC.



Peter G. Read, PE
Regional Manager



Mark C. Israel, PE
President

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Comments:

Good job

after you get going

Consider a stop in
Sebastian FL for a local
well start a fund to build
a station!

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Optional Personal Information:

Name	Frank Walker
Address	6440 Fleming Hunt Rd micco, FL 32976
email	Please provide your email address if you would like to receive notification when the FEIS is available WALKX26@Bellsouth.net

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Comments:

PASSENGER RAIL SERVICE IS GREATLY NEEDED,
BOTH FOR INTRASTATE AND FOR LONG-DISTANCE
TRAVEL. THE ALTERNATIVE IS TO DRIVE ON THE
DEADLIEST HIGHWAY (PER MILE). WE NEED FAST
AND FREQUENT SERVICE BOTH WAYS (MIAMI AND
ORLANDO).

MY SUGGESTION IS THAT EACH TRAIN MAKE ONE
ADDITIONAL STOP IN EACH DIRECTION, WHICH
WOULD ADD 5 MINUTES TO THE TRIP — STOPS
SHOULD BE IN COCOA, MELBOURNE, VERO BEACH
AND PORT ST. LUCIE. WE WOULD HOPE FOR
LONG-DISTANCE SERVICE BY AMTRAK ON THE
CENTRAL EAST COAST (E.G., NEW YORK TO MIAMI)
THEREBY PROVIDING GOOD, FREQUENT RAIL SERVICE
TO OUR AREA.

LET'S GET THE TRAINS MOVING.

If you need additional space, please attach a second sheet to this page

All Aboard Florida Intercity Passenger Rail
Project

Draft Environmental Impact Statement



U.S. Department
of Transportation
**Federal Railroad
Administration**

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Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

- 4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	HAYNES MCDANIEL
Address	2215 52 ND AVENUE VERO BEACH, FL 32966
email	Please provide your email address if you would like to receive notification when the FEIS is available HAMCDANIEL1@201.COM

Federal Railroad Administration
c/o John Winkle, FRA,
1200 New Jersey Ave, Room W 38-311,
Washington DC 20590.

November 5, 2014

Dear Mr. Winkle:

On behalf of hundreds of citizens of Vero Beach, Florida and thousands of petitioners of Florida Not All Aboard I want to register strong objections to the high-speed passenger rail project All Aboard Florida and the DOT's loan to same. Simply stated, the project is not viable and will cost taxpayers well more than \$2 Billion.

If this is not the case, why did DOT refuse a \$ 5.6 Billion grant to Xpress West a similar passenger rail project from California to Las Vegas just last year? AAF is all about Crony Capitalism with taxpayer funds used to benefit a large publicly owned hedge fund - The Fortress Group - which has major real estate and freight handling/shipping interest in south Florida, especially Miami.....

Beyond this very basic point, the process for public hearing of the draft Environmental Impact Statement for the Palm Beach to Orlando leg of the project is deeply flawed. Important considerations of safety, emergency access, costs to upgrade hundreds of grade-level crossings as well as impact on local businesses and property values should NOT be in the hands of a consulting firm retained and paid by the petitioner, AAF. This is DOT's basic job.....

The silence in Washington re AAF on the part of elected officials is deafening and, indeed, scandalous.....Please see that this letter is made part of the public record on this hearing process.

Sincerely,

Mary M. La Muzia
2250 Southwinds Blvd #223
Vero Beach, FL 32963

Donna Jean Atassi
326 Ocean Way
Vero Beach, FL 32963

Vivian E. DeLuca
595 Reef Rd
V.B. 32963
Barbara M. Jones
595 Reef Rd
Vero Beach, FL 32963

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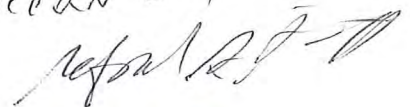
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Sincerely,



FRANCISCO SAN MIGUEL
2250 SOUTHWINDS BLVD #223
VERO BEACH, FL 32963

Refund A. A. FASSI
326 OCEAN WAY 32963



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Sincerely,

Thomas O. Regan
281 Riverway Drive
Vero Beach, FL
32963

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c/o John Winkle, FRA,
1200 New Jersey Ave, Room W 38-311,
Washington DC 20590.

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Sincerely,

Suzanne Hart O'Regan
281 Riverway Drive
Vero Beach, FL 32963

More.

Book with confidence: We guarantee that you'll find Frontier's best value at FlyFrontier.com with our Best Fare Guarantee.

Rental Cars: Choose from Avis or Budget, all from one easy search! Rent a Car. Book Now.

Frontier Airlines www.FlyFrontier.com

QUESTIONS ABOUT EIS FOR AAF SEPT 2014

1. No where can I find in the EIS showing the results of : " Buildings where Rayleigh waves would cause structural damage." As just using the term "vibrations" does not cover everything accredited to all vibrations in a whole. No where in the EIS does it address the Rayleigh/Love waves. Why? Explain.
2. What geographical land type was used in the study to determine the impact of the vibrations/Rayleigh/Love waves from the trains passing by?
3. Where there any distinctions made on the type, age and conditions of the structures in close proximity to the train tracks? And if so, what?
4. In the Summary of the EIS it states(page S-18)," The Project would have no direct or indirect effects (noise, vibration or change in setting) to the historic resources located adjacent to the N-S Corridor. " This is NOT AT ALL the case, there is historic properties directly adjacent to the N-S Corridor in Indian River County alone not to mention the other counties along the Treasure coast that will be affected.

What if any will be done to mitigate these issues with the areas that will be impacted by the vibrations/Rayleigh/Love waves from the High-Speed trains and increased freight train traffic?

In Rayleigh surface waves the particle motion has both horizontal and vertical components. No where is this discussed in the EIS. The problem to find out a low-cost method to install barrier walls against train-induced ground vibrations has been under investigation. The purpose is to isolate buildings from the traveling Rayleigh surface waves. This usually happens when the soil consists of soft layers of clay. Such places are locating very often in coastal places, where the soil originates from the sea bottom sediments or erosion sludge conveyed by rivers. One promising work method is sheet-piling, in which case the barrier has to be composed of sheet-pile wall with soft isolation layer at its building side. The purpose of the wall is to reduce the amount of soil masses to be removed and also to support the isolation layer. Isolation material could be air cushion or granular material like artificial gravel. The installation work can be carried out by computer controlled boom system, which allows drive the pile wall in prescribed inclination angle. The boom is equipped with an integrated gripper-driver unit and may belong to an excavator with track wheels or it may be mounted on a customized wagon. By changing cyclically the bucket and sheet piler, the work process can run in piling-digging-layering-filling phases semi-automatically, where the operator assists changes from one internally automatic task to a next one.

5. In all of the material it shows that the trains will be traveling at a distance of 50 feet from structures, this is not the case in most cities along the Treasure coast. In Figure 4.2.2-4 the AAF EIS shows Locomotive Powered Passenger or Freight trains traveling at 50 mph. However, with existing speeds of the freight trains that travel along the N-S Corridor at 54.2 mph, no where does it show what the impact of the High-Speed train traveling at 103.34 mph through Indian River County, 93.38 mph in St. Lucie Co. and 76.96 mph in Martin Co. Why? Explain.

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Comments:

I live within $\frac{1}{4}$ mile of present tracks and it is already too noisy to leave windows open at night due to the passing trains. It will be unbearable for people who live nearer the tracks to have 32 additional trains passing through and blowing their whistles.

It will be inconvenient and sometimes life threatening to have the cities along the Treasure Coast cut in two by 32 additional trains daily. Ambulances may not be able to get to victims or the hospital ~~etc~~ in a timely manner.

Passenger train service of this magnitude isn't working anywhere else, why should we use taxpayer money for this boon doggle. A loan is still our money!

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Optional Personal Information:

Name	
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available <i>kathypbarnes@gmail.com</i>

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Comments:

I moved to Vero Beach ^{11 years ago} after retiring from H.S. Teaching in Broward County. I was looking for (and found) a tranquil little town here with friendly people (not rude like in Broward) and lots of trees and a slower paced life free of stress. If all those trains go through near our little unique downtown, people will stay away from that area hurting our economy. Drivers will become stressed and hence more likely to become rude and pushy. Please consider building your railway closer to I95, or even better, the FL turnpike, which is a more direct + faster route, saving you money + releasing us from the disruptions to our peaceful lives here in Vero Beach.

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Optional Personal Information:

Name	Margaret D. Bailey
Address	1918 Sixty Oaks Lane Vero Beach, FL 32966
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

It looks good, But, NO Passenger Rail has
made a profit since the Auto was invented.
I believe this is intended to insure all to be
in place when the Miami port is upgraded to
unload all the Super carriers coming. The
Rashood, prop by a "loan" will be lost and
be another government bailout.
I hope I will be wrong.

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Comments:

THIS MEETING WAS NOTHING MORE THAN A PUBLIC REATIONS
GIMMICK! THERE WAS NO PUBLIC VERBAL INTERACTION!
32 TRAINS A DAY AND FREIGHT AT ^A ANOTHER DATE
WIL DESTROY THE BEAUTY AND TRANQUILITY OF THE TREASURE
COAST. ITS AMAZING WHAT PEOPLE & CORPORATIONS WILL
DO FOR MONEY.

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Comments:

You people who don't live on the
treasure coast are planning to ruin our
homes, environment, the wild life
everything. You should be ashamed.
Put your railroad out by 95 or
the turnpike - Our property
values along with the noise and
pollution is a disgrace.

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Comments:

If I could sign my name to petition 20,000 times, I would. This is The Great Train Robbery! It is a farce, a fiasco, ludicrous. Why doesn't CSX work in the center of the State. There's a Hedge Fund that owns FL East RR and it's lost massive amounts of \$ from its poor investments — what better way to appease investors than a big amount of bond \$ — yes, it's debt too — but short-term hedge funds don't really care about debt!

What are people going to do once they get to Orlando airport?!? Rent a taxi? Rent a car? And just how much will this fun trip cost? No user studies have been done.

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Stop everyone at the toll booth on I-95 and see how

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Comments:

many people would say they would be riding the train instead? Betting botting 99.5% would say NO.

Families can't afford train tickets for everyone.

This is a scam! Not one Railroad person on AAF.

Unsafe, environmental disaster, spending too much \$, much of it taxpayers, loud, destructive, high high stress for residents, ↓ property values.

It is about freight. It is about big \$, big corporations.

Don't, please please, don't let this happen

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I will move if this happens

→

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Optional Personal Information:

Name	Kathy Cottier
Address	782 Capon Terr. Sebastian, FL 32958
email	Please provide your email address if you would like to receive notification when the FEIS is available kcottier@hotmail.com

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Comments:

INSTEAD OF LISTING ALL OF THE
NEGATIVE IMPACTS TO THE SMALL
TOWNS ON THE TREASURE COAST, LET
ME SIMPLY SAY THAT IF THIS PROJECT
GOES FORWARD AS PLANNED, OUR
QUALITY OF LIFE HERE IN SEBASTIAN
AND OTHER SMALL TOWN WILL BE
PERMANENTLY AND SEVERELY DAMAGED.
MOVE THE TRACKS TO THE CENTER
OF THE STATE, OR USE CSX TRACKS
AND WE ALL WIN, BOTH SMALL
TOWNS ON THE TREASURE COAST AND
THE BIG CITIES INVOLVED.

A handwritten signature in blue ink, appearing to read "James E. Parsons".

JAMES E. PARSONS
973 GREEN BOWER AVE
SEBASTIAN, FL 3295

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Optional Personal Information:

Name	JAMES E. PARSONS
Address	973 GREENBRIER AVE. SEBASTIAN, FL 32958
email	Please provide your email address if you would like to receive notification when the FEIS is available CLODS973@COMCAST.NET

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Comments:

Concerned about environmental impact
quality of life for treasure coast.
I live not far from Old Dixie
Highway - it will make it difficult
to get out of my subdivision
(Chase Meadows) with the traffic
back up from so many trains.
It will also affect my property
value.

Vero Beach will be greatly
changed and it won't be for
the better.

I could go on and on —

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Optional Personal Information:

Name	Margaret B. Sutliff
Address	889 10th Drive Vero Beach FL 32960
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

This meeting is a farce in that there is no question and answer session. Clearly our opinions are being put in a "box" and it's questionable what happens to them. Just as the impact study (NOT done by FRA) but rather by the company chosen by AAF. Questionable at the very least.

This entire idea is detrimental to safety - emergency vehicle arrival promptly at destination, the devaluation of property values on "the other side of the tracks", the inability of sailing vessels being able to navigate in a prompt manner, the noise pollution, the increase of "stop" times both by AAF as well as increase in freight trains which will increase as time goes by.

There have been no RR that have been self-supporting and I expect this one is doomed to the same. Passenger service may start out big due to the novelty but it will diminish quickly.

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Optional Personal Information:

Name	Mary Stowell
Address	6512 Flora Way FT Pierce, FL 34951
email	Please provide your email address if you would like to receive notification when the FEIS is available me.stowell@comcast.net



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Comments:

I'm against a train passing through Vero Beach for many reasons. The noise factor - we came to Vero because its quiet & a pretty peaceful community. I also think the traffic will be messed up, with many trains passing. It will be costly and in my opinion not enough people will use it. If I want to go to Fort Lauderdale or Miami, I will drive. It is also dangerous. Many trains passing will cause accidents.

If most people living from Miami to Orlando do not want this train then it should be nixed. This is a Democracy. We the people should decide. No train.

**All Aboard Florida Intercity Passenger Rail
Project**

Draft Environmental Impact Statement



U.S. Department
of Transportation
**Federal Railroad
Administration**

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Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

- 4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	<i>Joanne R. Osterland</i>
Address	<i>685 5th Ave. Vero Beach, Fl. 32962</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

Initial funding for project rejected - now state wants to support private enterprise with tax dollars. Poor decisions in past have been repeated by not looking at alternative routes - turnpike or I-95.

Conclusion appears to be in the interest of making more money for the ECR without concern for public interest and safety.

ECR should accept less profit to be realized and put to the other alternate route.

Personally I don't believe the project is necessary and will reduce quality of life rather than improve or enhance it.

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Comments:

This is a play to move freight, not people.
Use the existing tracks further west even
if adding a second set of tracks is necessary.
There is too much disruption to our
beach side communities - disruption of
traffic safety, noise pollution, vibration
in residential neighborhoods, upsetting
creatures in nature.

I doubt that 1/2 of one passenger will be
filled in one week.

Move freight by water (ocean) or by
rail to our west.

A stop in Vero Beach will not benefit.

Liz Melnick

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Optional Personal Information:

Name	LIZ MELNICK
Address	5620 N. HARBOR VILLAGE DR VERO BEACH, FL. 32947
email	Please provide your email address if you would like to receive notification when the FEIS is available lizmelnick@me.com

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Comments:

I am against the high speed train bisecting the treasure + space coasts! It will greatly impact our quality of life. Most of VB lives East of the Tracts but business & medical are West of the Tracks. With ~~about~~ so many crossings and so many trains a day the delays will be awful. There are lots & lots more reasons but your ability to read all this is finite.

I don't understand why the tracks west of 95 can't be used. That would not impact anyone or directly impact quality of life. Also why call it high speed when the train can only get up to speed ~~from~~ for 40 miles at the end. It is stupid to build a ~~to~~ high speed train through towns that will impact their way of life when I do not believe that there will be

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enough passengers to support it! Ever!

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Comments:

I see nothing beneficial for New Beach.

32962

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Comments:

The real reason an Environmental Impact Study draft was done is because AAF has applied for almost a 2 billion dollar loan from the feds. Let us not forget Amtrak and Tri-Rail already service the South Florida area and passenger trains run thru the center of the state from Orlando to Miami.

All passenger rail service is not profitable and Fortress Investment Group (owner of SE East Coast RL and All aboard FL) is the same organization that left the Canadian Government with at 1/2 billion \$ debt. to cover for the 2010 Vancouver Olympics. Should the US govt try to outdo Canada in foolishness

Edward H. Stodoll

6512 FICKA WAY

FT. PIERCE, FL 34951

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Optional Personal Information:

Name	EDWARD H STOWELL
Address	6512 PULASKI WAY FT. PIERCE, FL 3495
email	Please provide your email address if you would like to receive notification when the FEIS is available ESTOWELL1@COMCAST.NET

Nov. 4-2011

To Whom It May Concern

I oppose the All Aboard
Fla. Railroad development
for the following reasons:

- ① Noise
- ② Real Estate Value Impact
- ③ Wait time for numerous
trains
- ④ No local stops

Elizabeth Cross
656-101 Centre St.

Vero Beach, Fl. 32962

All Aboard Fla.

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Comments:

We are entirely against this invasion.
How could anyone in Del Beach realize
any good from a loud, fast train in
our neighborhood.

We know that you intend to go
back up and then bring in huge
freight trains to bring freight from
the Panama Canal.

We fear all the accidents this
will mean occurring.

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Comments:

- (1) How do you plan to compensate (monies) to those impacted with decreased real estate values?
- (2) Passenger time (rail) 3 hr 10 min
Drive time 4 hrs. - What's the point?
- (3) Governor vetoed project & rejected government funding! What does it take on your part to override this?
- (4) Are all costs your responsibility?
- (5) Should disaster due to rail occur what are your insurance coverages? And if bankruptcy occurs, what is the responsibility of our local gov government?

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Optional Personal Information:

Name	JULIE & FRANK GAUCI
Address	SEBASTIAN, FL 32958
email	Please provide your email address if you would like to receive notification when the FEIS is available JGF1@ECHOES.NET

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Comments:

There is no high speed rail passenger system in the world that is profitable - pays for its operating expenses and its debt.

AAF is financially structured to be independent of its parent company. Once it goes broke, the taxpayers will be obligated to pay to keep it operating.

Stanford Erickson, 1743 Belmont Cir. SW,
Vero Beach, FL 32968

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Comments:

- I am adamantly against any high speed train traveling through Vero Beach for several reasons
- ① real estate prices. I live w/ 2 ~~miles~~ miles of the tracks and "retired" on a quiet island. This train & its frequencies are going to drastically reduce my slice of paradise
 - ② Inconvenience - we are already met by the train 2x a day - but 22? Kids getting to school? My husband to work... where does the "back up traffic" sit? This is crazy
 - ③ Safety. The fact that there are no walls & protection - NOT THAT I WANT WALLS, but there are people & animals lives that will be lost
 - ④ Simply a bad idea! Smoke & mirrors, "people" moving train, to boost the economy" hogwash - it's to move product/freight
- You are looking to drastically changing the environment, the peace & quiet, the traffic pattern, Cannot believe this is an option
- Tax \$'s - really. No way am I going to help fund this!

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Optional Personal Information:

Name	Kimberly Keithahn
Address	2640 River View Ct Vero Beach, FL 32963
email	Please provide your email address if you would like to receive notification when the FEIS is available thekeithahns@hotmail.com

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Comments:

This is the greatest Boondoggle - with no regard to the residents of the Treasure Coast.

There is not one iota of anything to any of us - no stops here, noise pollution, the impact on navigation, our property values will drop and most important the Emergency Responders. How will they deal with dire emergencies. I personally tore Ad for over 15 min, when a Barnum & Bailey train came through. And now we are expected to welcome 32 more trains.
NO ALL ABOARD FL Here.

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Optional Personal Information:

Name	Joly Ann Mana
Address	4340 Summer Breeze Ter. Vero Beach, FL 32967
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

I cannot support this project.

My property value will be decreased,
the noise would be terrible, the
safety at every intersection will be horrible
and ~~these~~ emergency vehicles will not
be able to make it to hospitals, etc.

Why doesn't the railroad project
move to the center of the state.

Horrible, horrible idea!

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Optional Personal Information:

Name	Bob + Marguerite Trebnik
Address	7325 35th Court Vero Beach, FL.
email	Please provide your email address if you would like to receive notification when the FEIS is available Rtrebnik@aol.com

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Comments:

I AM OPPOSED TO ALL ABOARD FLORIDA AND FEE
HI SPEED TRAINS - PASSENGER AND FREIGHT
THRU OUR BUILT-UP COMMUNITIES FROM MIAMI TO
COCOA BEACH.

I AM MOST CONCERNED ABOUT HI SPEED TRAIN
IMPACT ON HUMAN AND ANIMAL LIFE. I THINK THERE
WILL BE MANY ACCIDENTAL FATALITIES. DEATHS.

THE FINANCIAL COST TO THE CITIES AND INDIVIDUALS
WILL BE IN THE BILLIONS OF DOLLARS (I THINK) VS MILLIONS
OF DOLLARS PROFIT TO A SINGLE COMPANY.

I FEEL A HI SPEED TRAIN, SUCCESSFULLY MANAGED
WOULD BE SIMILAR TO JAPAN'S HI SPEED TRAIN - ELEVATED,
SURROUNDED BY A CAGE ^{WITH} LIMITED ACCESS. WHY IS THE
CSX RAILROAD TRACK LINE NOT BEING CONSIDERED? I
SUSPECT THE POLITICAL CONNECTIONS ARE WITH THE FEC
PARENT COMPANY.

I LOOKED AT ALL YOUR DISPLAYS AND TALKED TO A FEW
REPRESENTATIVES. AN ELEVATED, CAGED TRAIN WOULD COST TOO MUCH MONEY (TO
COMPANY) SO I SURMISE MANY PEOPLE WHO LIVE AND WORK IN OUR COMMUNITIES, WILL
BE ENDANGERED AND DAILY ROUTINES DISRUPTED FOR A TRADE OFF TO PASSENGER
WHO HAVE AN OPTION TO TRAVEL.

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Optional Personal Information:

Name	ANNA MARIE AYMORIN
Address	5 VISTA GARDENS TRAIL #101 VERO BEACH, FL. 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available I DO NOT HAVE E MAIL.

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Comments:

IS All Aboard FL rail service is a viable project, it is my opinion that the rail should by-pass those communities which would receive no benefits. High speed trains should operate on dedicated rails only, exclusive of freight transit lines. By utilizing existing freight railbeds there are only problems: safety with both hi speed trains & slower freight trains traveling in close proximity to one another, traffic disruption, noise.

It is one thing for private investors to finance this plan, another to cover any costs (eg guaranteed loans) by the taxpayer. I object to using any public funds or indirect public help to advance this project

Paul Burrows

86 Crooked Tree Ln

Vero Beach, FL 32962

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Comments:

Our property backs up to the railroad tracks in Sebastian Fla. The vibrations are unbelievable when 1 train goes by. Our flooring business and warehouse as well as a rented building are located there. The entire buildings shake. Our crown molding comes loose. The displays and tiles shake. Once or twice a day we can put up with but not 32 trains a day. It's ridiculous. Our business and our property values will be destroyed. Emergency vehicles will be held up. Traffic will be backed up. Most of our roads are only 12 lanes and it takes a very short time to back up. 32 times a day we cross these tracks all day long. How can the US Dept. of Transportation risk our lives, our safety and our property values along with our businesses to support this ridiculous crazy plan that will benefit a select few and this huge Federal Railroad project.

I think it's all about ^{Big} money and moving freight NOT people. Our lives and businesses will be destroyed.

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Optional Personal Information:

Name	Laura Schuler Smith
Address	12855- 83 Street Fellsmere FL 32948
email	Please provide your email address if you would like to receive notification when the FEIS is available L Smith@jerry.smithtile.com

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Comments:

Please consider moving the triple tracks proposed for St Lucie Village in Appendix 3.3.B-4. We have 7 at-grade crossings in St Lucie Village and crossing the FEC tracks is our only ingress & egress to residential and historic St. Lucie Village.

Please consider moving the proposed triple tracks south of Savannah Road and North of Midway Road in Fort Pierce, St Lucie Village. There are no ^{grade} crossings along this 5-mile stretch. And this would be a much safer triple track alternative.

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1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

- 4) Written comments may be emailed to: AAF_comments@vhb.com.

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Optional Personal Information:

Name	Anne Simmt
Address	3111 North Indian River Drive Fort Pierce, FL 34946
email	Please provide your email address if you would like to receive notification when the FEIS is available

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement



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**Federal Railroad
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Comments:

I AM VERY UNHAPPY WITH THIS PROPOSAL. IT IS SO OBVIOUS THAT UTILIZATION OF CSX TRACKS IS A BETTER PLAN. DUE TO LESS IMPACT ON SAFETY OF CITIZENS, NOISE AND ENVIRONMENT. THE TRAINS COULD MOVE FASTER ON CSX TRACKS BECAUSE THEY ARE IN LESS CONGESTED AREAS. TIME IS OF ESSENCE AND TRAINS CANNOT MOVE FAST THROUGH TOWN AFTER TOWN SAFELY. THE TRAINS AND CITIES CANNOT HANDLE TWO TRAINS PER HOUR. NOISE AND SAFETY OF OLDER DRIVERS AND MOTORCYCLES AT CROSSINGS WOULD BE DEGRADED. REGARDING OF WHATS DONE TO MITIGATE NOISE THE WHISTLES AND STEEL WHEELS ON STEEL TRACKS WILL STRONGLY IMPACT QUALITY OF LIFE AND PROPERTY VALUES NEAR THE TRACKS. IF YOU ARE GOING TO MAKE IT EASIER TO TRAVEL BETWEEN MIAMI & ORLANDO YOU NEED TO DO THE SAME FOR THE WHOLE ROUTE I GRADUATE.

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Optional Personal Information:

Name	THOMAS MAHONE
Address	166 COLUMBUS ST SEBASTIAN FL
email	Please provide your email address if you would like to receive notification when the FEIS is available

FOR THE FEDERAL RAILROAD ADMINISTRATION

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Comments:

Run the trains parallel to Route 95
OR the FLORIDA TURNPIKE - INLAND - RATHER
THAN THRU OUR CROWDED COASTAL TOWNS.

Swap state land along RT 95 or the Florida
Turnpike for FEC right away land along
the coast. THIS way CURRENT FEC RIGHT
OF WAY LAND COULD BE USED FOR BIKING
OR HIKING TRAILS AND BE MADE INTO PARK
LAND. THE NEW FEC TRACKS FOR PASSENGERS
AND FREIGHT WOULD NOT DISTURB PEOPLE OR
TRAFFIC SINCE THEY WOULD GO THROUGH THE
LESS POPULATED CENTER OF THE STATE. OVERPASSES
AND UNDERPASSES CAN BE COORDINATED WITH
RT 95 OR THE FLORIDA TURNPIKE & THE TPKE,
RUNS TO ORLANDO ANYWAY.

(See 2nd page)

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Comments:

It's obvious that FEC & AAF are really all about freight. ~~anyway~~, passenger service loses money and freight service makes money. Estimates are the trains (freight) will be 1 to 1 1/2 to 2 to 2 1/2 miles long - especially with the Panama Canal and the port of Miami & the Everglades (FT Lauderdale) being expanded.

Running many of these long freight trains through our coastal towns is foolish beyond comprehension. These trains must run thru less populated areas. Isn't that why the Florida Turnpike (and Route 95) run inland in the first place?

Let's do the same with AAF & FEC.

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CARLP 14 @ AOL.com
602-657-4717

CARL & DORIS PETERS
6265 IRONWOOD CIRCLE
STUART, FLORIDA, 34994

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Comments:

I strongly do not support this train in the State of Florida - Period! First of all fewer citizens will benefit from this train going to Orlando than will make use of the train. This is strictly a profit motivated plan. Many communities will have to spend much tax dollars to provide quiet zones for the impacted residents. Where is the gain for these people? Your investors may gain financially if this passes But not the average ^{citizen} ~~citizen~~

I question how many will actually use this train. Certainly only persons close to the train depots. From our stand point we seldom go to Orlando - (once/yr for a flight)

I live in a community close to USF. Certainly we will be impacted several times/day - morning & night

I am not being selfish just stating the interruption in life -

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Comments:

Concerns are that noise will ruin the tranquility of our community. The tracks will be dangerous when trains come through, as they are now. Trains will increase to 2 an hour which is too much for this small community. Property values will decline because people will not want to live here. I live within 1 mile of the train tracks and am not aware of trains coming through except occasionally. If more trains come through it will definitely be a problem.

We do not need a stop in Sebastian. We like our city the way it is. Quiet and neighborly. We Orlando have all the tourists.

ABF will ruin our city with absolutely no benefit to us. Why would we want this??

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Optional Personal Information:

Name	<i>D Mahone</i>
Address	<i>166 Columbus ST Sebastian FL 32958</i>
email	Please provide your email address if you would like to receive notification when the FEIS is available <i>DMAHONEM @ NETSCAPE.NET</i>

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Comments:

I AM OPPOSED TO THIS IDEA THAT 32 TRAINS
A DAY ARE EVEN NEEDED. SAFETY IS MY
NUMBER ONE CONCERN. TOO MANY TRAINS, TOO
MUCH SPEED & NOISE. THIS WHOLE PROJECT WILL
HAVE A VERY NEGATIVE IMPACT ON PEOPLE'S
LIVES THAT LIVE NEAR THE RAILROAD TRACKS.
IF YOU HAVE TO HAVE A RAILROAD, BUILD IT
20-30 MILES INLAND WHERE YOU WON'T
DESTROY PEOPLE'S LIVES. I CAN TELL YOU
ONE THING, THE PEOPLE THAT WANT THIS
RAILROAD BUILT WON'T BE LIVING ANY
WHERE NEAR THE TRACKS. AGAIN WE
ARE PUTTING GREED & MONEY AHEAD OF
OUR FLORIDA CITIZENS' LIVES. VERY BAD
~~IDEA~~ IDEA.

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Optional Personal Information:

Name	Donald C. PASANEN
Address	3940 58th Circle VERO BEACH FL. 32966
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

This train plan will cut Vero Beach in half, east side and west of the tracks. Economically, many local businesses will be affected as people avoid the crossings. I live a mile from the tracks & a crossing & hear the freight horns all night. People will be stuck, emergency vehicles will have to wait EVERY hour, there will be additional noise and pollution from these trains. We already have long waits for freight crossing, & now the high speed will add to it.

I oppose the Federal Railroad Agency giving a loan of almost 2 Billion dollars to finance this fiasco. I don't know where they're getting their ridership numbers from, but it seems highly unrealistic and ready to fail & cost the taxpayers 1.6 billion dollars. I don't think that FRA should be able to "buy credits" to offset the environmental damage this project will cost - especially to fragile wetlands. If this fails, the damage will be done, the money gone, taxpayers on the hook (like Solyndra & Digital Domain) and the nice folks from FAA will have their money and go on their way. We will be stuck with the environmental & financial damage. There is NO BENEFIT Vero Beach, Indian River Co., Treasure Coast with this plan!

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Optional Personal Information:

Name	M. Verrastro
Address	1080 W. 13th Square Vero Beach, FL 32960
email	Please provide your email address if you would like to receive notification when the FEIS is available mazz@snet.net

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Comments:

As a nation we are under terrorist attack at present. Putting two railroads through heavily populated areas makes a bigger "plum" for a terror attack. Taking out 2 railroads AND killing a lot of people at the same time! In the event it escalates to a war on our soil the wisdom of parallel tracks instead of separate transportation for troops, supplies is NOT wisdom, it is folly.

AND even if there is no war the hurricane threat to coastal route is much higher than an inland route. Think of the picture from the Good of the Whole Country both from the side of the big company who might be able to survive on an inland route and on the communities on the coast which would survive without that Railroad.

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Comments:

I see absolutely no benefit to Vero Beach from this project. The projected ridership figures are questionable. If the project fails, taxpayers will be responsible for repaying the federal loan? \$1.6B? I'm concerned about medical/fire/police response time delays when adding 32 trains per day to the existing freight traffic. I'm concerned about the lack of transparency - how much will tickets cost? Nobody is saying. Won't the price affect the projected ridership? 30+ Diesel locomotives will generate more air pollution than the low-emission cars ^{they} will supposedly keep off the road. The impact to local businesses will be devastating - cutting the city in half. I am not 'all aboard Florida'.

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Comments:

The noise, vibration and congestion will take away from the desirability of Vero Beach. This project has nothing to offer us just deteriorate our community and county, where all the people live. Why not consider the CSX freight line from W. Palm inland to Orlando where it would not interfere with the public.

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Name	
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available <i>thebiz3@aol.com</i>

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Comments:

The R.R. person said ALL Aboard FLA, "did not find it economically feasible" to chase a ~~at~~ route in the central area. It sounds reasonable until the coast route businesses and property values are considered. Thousands of businesses losing millions of dollars is much more to ~~their liking~~ the ALL Aboard people's liking. We are the big boys. We'll take away the little town's life blood because we can.

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Comments:

The incorporated town of St Lucie Village was not included on page 134 (4-3) St Lucie Village is listed on the National Register of Historic Places (since 1989). The 52 historic resources of St Lucie Village, including Fort Capron (1850-1859) which is in the APE for cultural resources, was not included in the cultural resources survey.

AAFS 347 at-grade crossings on the N-S corridor do not meet with the FRA's (Grow America) vision which supports rail-line relocation and grade crossings improvements, which include over-passes and underpasses.

No safety measures such as this are proposed in the DEIS and no alternative for building a true high speed rail on a designated corridor has been included in the DEIS

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Optional Personal Information:

Name	Olme Sinnott
Address	3111 N. Indian River Drive Fort Pierce, FL 34946
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

No - No - No

To think That a RR can

Come Thru VB & create

the inconvenience to all The

residence of our city is

outrageous! The noise —

The disruption getting to

a fro will change our

city for ever

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Comments:

My comments are in the box.
My opinion is that the owners are
afraid to have an "open meeting" to
face all the people who are against
this horrific project.

Do not take away our quality
of life here in Vero Beach &
along the coast.

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11/5/14
VERO BEACH

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Comments:

this plan is totally unacceptable to our town
& towns up & down the Treasure Coast

- 32 MORE trains

- Real estate values near tracks

- train horns all the time

- bridge closures in southern coast.

- 90-100 MPH - dangerous in towns

- Traffic delays

(*) Build along 95 or the turnpike & pay for
2 new tracks. DO NO destroy our living
in Florida.

this project is of NO benefit to
anyone in the towns along the coast.

Go to open spaces to run from
Orlando to Miami.

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Comments:

- This project is Investorship In Freight IIF
- ① There is NO ridership; Huge expansion of Port of Miami
 - ② Hundreds of container ships, thousands of freight trains
 - ③ Bottom line - Wrongful death lawsuits
Bicycle, auto, school bus, pedestrian accidents
Heart attacks, strokes, kidney/liver, etc failure
Emergency vehicles can't get across
 - ④ Courts unsympathetic - huge delays of trials,
plaintiffs lose - anger frustration, no payouts for victims
 - ⑤ Civil Disobedience
moleator cocktails on tracks, jack hammers
cars + tires from car + tire graveyards -
 - ⑥ Burglaries of oceanfront homes
insufficient police to respond to all the calls
 - ⑦ Some towns pass ordinance - NO trains other than
current scheduled freight trains + erect temporary
barrier when necessary.

If you need additional space, please attach a second sheet to this page

- ⑧ I am old - an old dame, probably won't be here when the
chaos / war begins. But not too old to envision

**All Aboard Florida Intercity Passenger Rail
Project**

Draft Environmental Impact Statement



U.S. Department
of Transportation
**Federal Railroad
Administration**

The DEIS is available at area libraries and on the FRA's website (www.fra.dot.gov/Page/P0672).

There are 4 ways that you can comment:

- 1) Written comments may be submitted tonight, in the boxes provided
- 2) Comments may be made orally at this meeting (to the court recorder)
- 3) Written comments may be mailed to:

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

- 4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	Suzanne Westwater
Address	2200 Indian Creek VB 32966-3313
email	Please provide your email address if you would like to receive notification when the FEIS is available mitchsue@yahoo.com

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Administration**

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Comments:

This project is a typical bureaucratic boondoggle. Rider estimates are overstated in an attempt to gain approval of the project. Environmental impact is also understated. The proposal solves a problem that doesn't exist.

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Comments:

It would be interesting if the Environmental Survey had been performed with no "leaning" input by the railroad.

Also during my visit today a railroad representative said "when there is a crossing there is always a danger"! Why are not overpasses being used as a design to remove the risk?

The vibration problems so near the coast must effect the ecosystem!

If this is the best path for the train + the train is needed, why do the tax payer have to pay to improve the safety and why is this not being done right? If this is needed/or beneficial, do it right.

Add safety, vibration reduction, noise reduction, and overpasses from the start.

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Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	L. Trippet
Address	Bridgepointe, Vero Beach, FL 32967
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

- 1) A.T.H. 15" WE CAN RUN MORE TRAINS RIGHT NOW -
1) AAF WANTS PEOPLE TO BELIEVE THEY CAN PROFIT FROM
PASSENGER TRAFFIC. - How long will it take to recover
inv. & continuing operating maintain costs
- 2) ~~THAT~~ ^{IFRONT INCOME} TRAFFIC ~~WILL~~ ^{GOAL IN ADD TO} IS AAF'S REAL ~~INTENT~~ ^{INTENT}
REAL ESTATE APPRECIATION + REVENUE
- 3) ~~THESE~~ THIS PROJECT IS IRREVERSIBLE +
WILL BE DESTRUCTIVE TO THE COMMUNITY. THERE
IS NO SUCH THING AS AN INVISIBLE AND NOISELESS
TRAIN.
- 4) PASSENGERS, IF COMMUTING WILL NEED TRANSPORT
AT DESTINATIONS. COSTLY + ~~NON~~ CONVENIENT
- 5) STUDIES ARE TOO EASILY INFLUENCED BY AAF.
ITS CORP CORRUPTION
- 6) POLLUTION WILL NOT DECREASE - CARS WILL
WASTE GAS + TIME AT STOPS

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